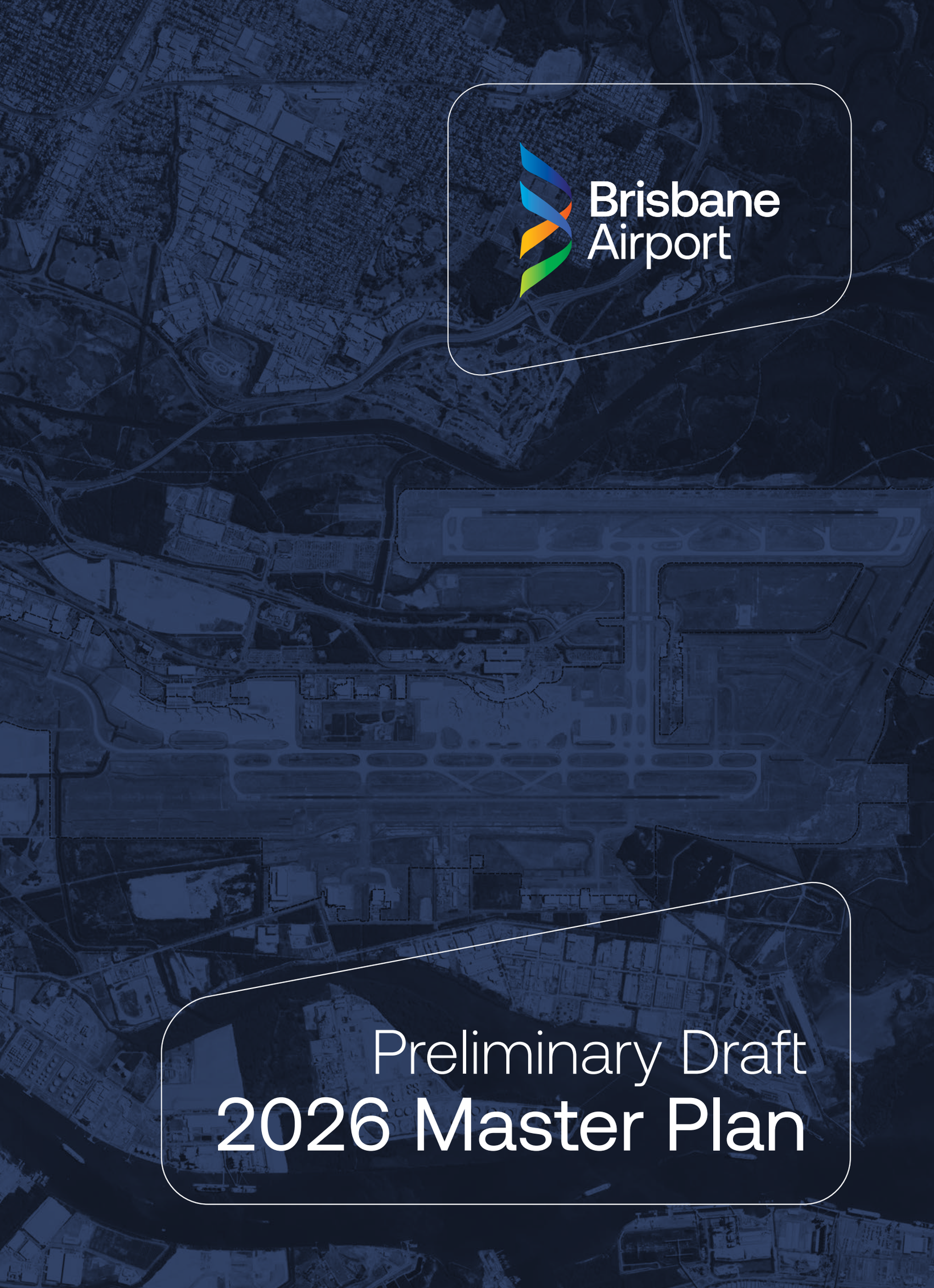


Brisbane Airport

Preliminary Draft
2026 Master Plan

Preliminary Draft

2026 Master Plan

Welcome to our vision for the future.

Brisbane Airport

bne.com.au

Welc



Brisbane Airport

come

Gurumba bigi (G’day in the Yuggera language)

We acknowledge the Traditional Owners of the Meanjin/Brisbane region and recognise their continuing connection to lands and waters.

Brisbane Airport sits at the heart of our region’s history, both modern and ancient. Our site is culturally and spiritually significant to the Traditional Owners of this land, and since European settlement much has happened here of historic importance.

Places of Aboriginal cultural and spiritual significance abound within and adjacent to our site. There are Dreaming Tracks and Dreaming Sites (both integral to Aboriginal peoples’ connection to country), the Nudgee to Eagle Farm pathway, which connected ceremonial sites, hunting grounds, food and water resources, and temporary campsites. Over the years, there have been isolated archaeological finds around Brisbane Airport and a former burial site.

Today, Brisbane Airport is still a place of connection. As Queensland’s gateway to the world, it connects communities, creating opportunities in the present and laying the foundation for the future.

We pay our respect to all Aboriginal and Torres Strait Islander peoples of the places Brisbane Airport connects.

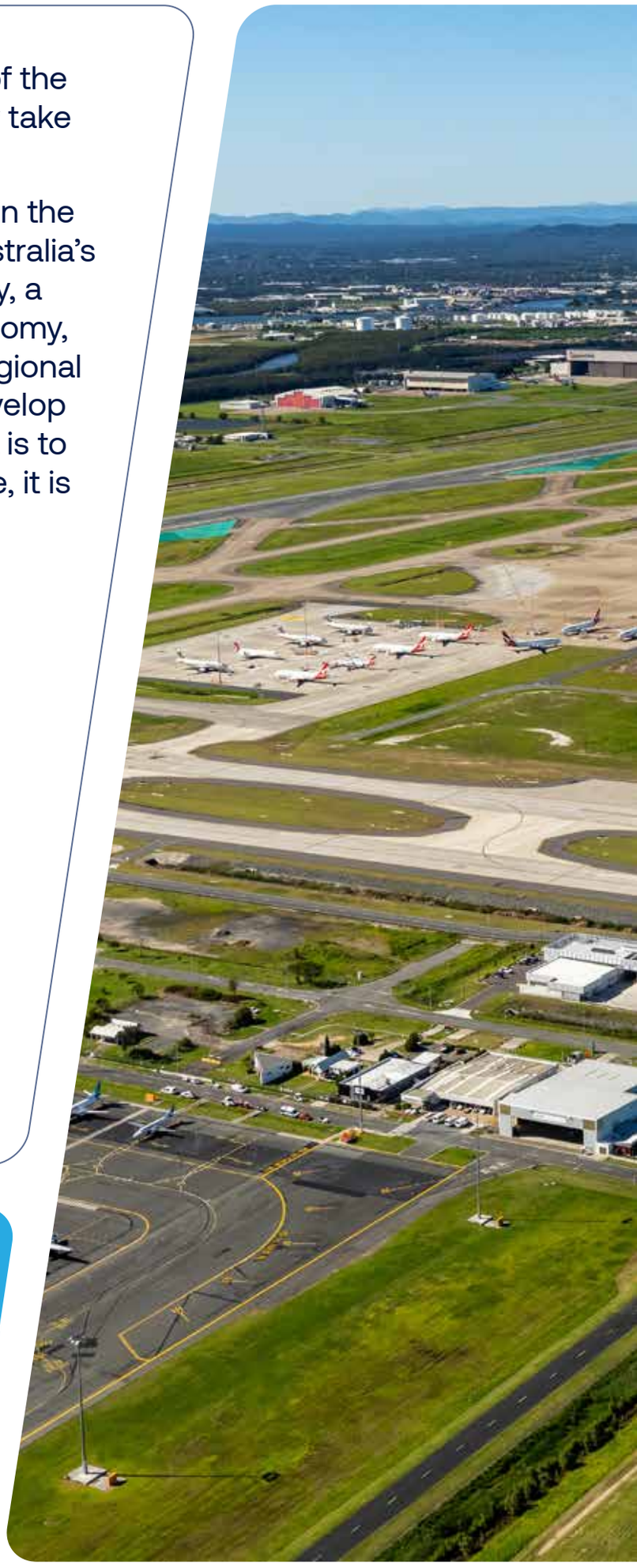
The Future

Connecting Australia to the rest of the world is the challenge we proudly take on every day.

Brisbane Airport plays a vital role in the lives of millions of people. It is Australia's third busiest international gateway, a critical part of Queensland's economy, and an essential connector for regional communities. In continuing to develop Brisbane Airport our commitment is to do more than just connect people, it is to create the future.

$5B

of investment
is planned over the
next decade



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CHAPTER

01

Welcome to Brisbane Airport

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Introduction

Brisbane Airport's vision is to connect the world and create the future.

We plan, and build, for the long-term, as we seek to provide an airport that works for everyone.

This 2026 Master Plan establishes the strategic direction for efficient and economical planning and development for a 20-year period which guides us to deliver on Brisbane Airport's vision, with all information current as of February 2025. The Master Plan is prepared approximately every five years for a 20 year planning period and outlines how Brisbane Airport plans to evolve in the coming decades to respond to the demands for air travel that a growing State needs.

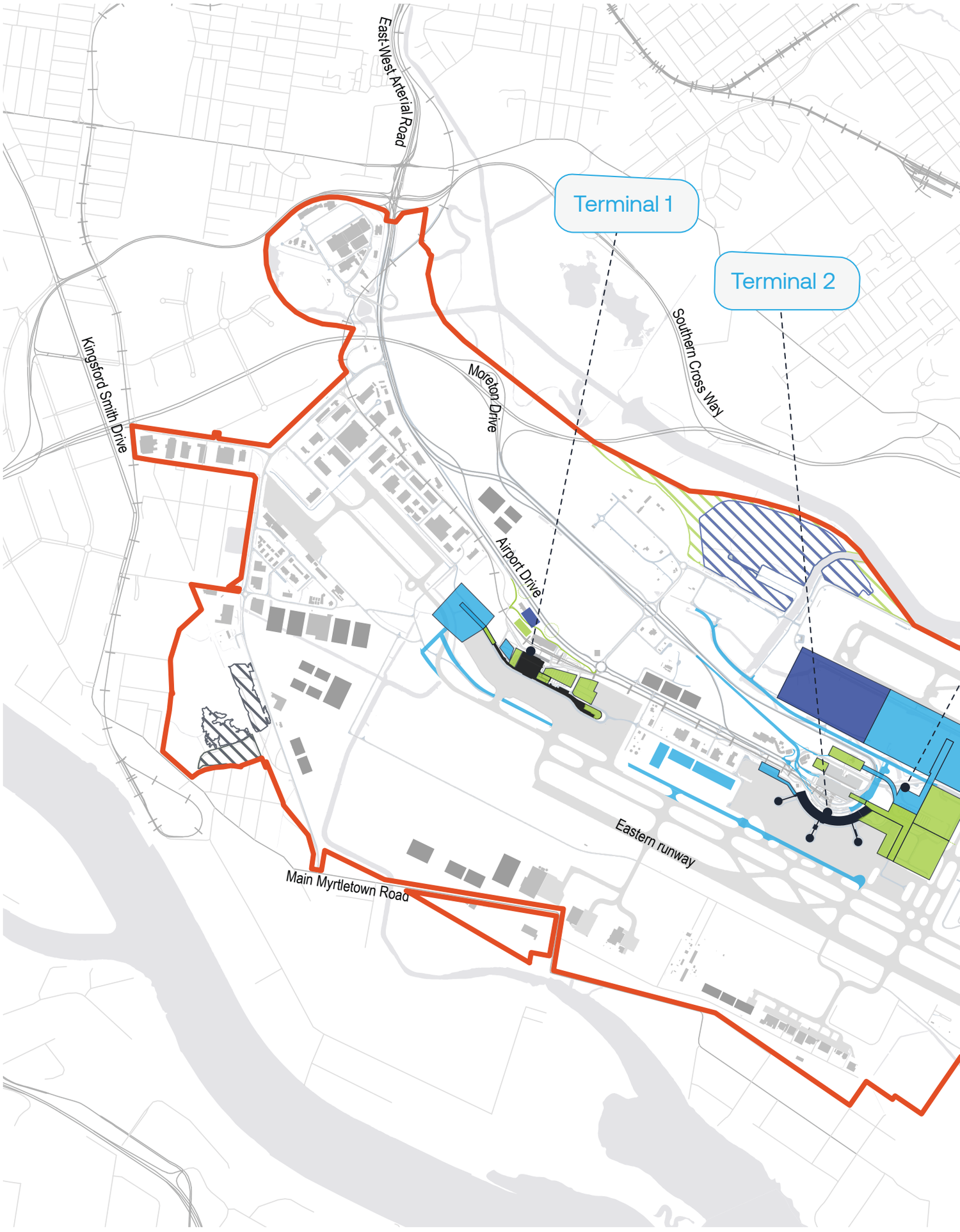
The Master Plan provides a framework for environmental compliance and continuous improvement in environmental management. It also assists with reducing potential conflicts between uses of the airport sites and addressing compatible uses with surrounding areas.

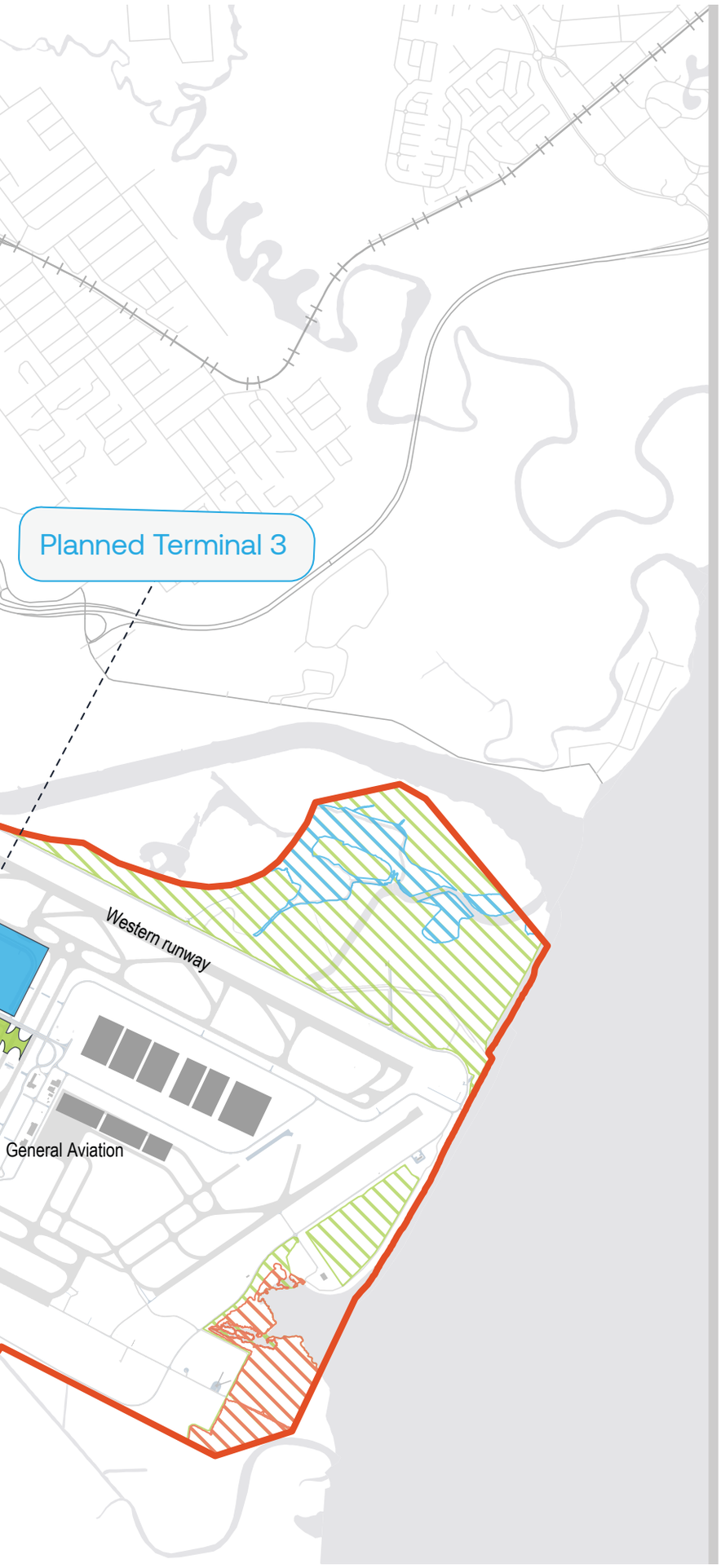
The Master Plan must allow for adaptability to new and emerging disruptors and issues as they arise.



For more than 25 years, our journey of constant improvement has included many milestones and examples of leadership, not least in the journey toward more sustainable aviation.

FIGURE 1.1: BRISBANE AIRPORT KEY DEVELOPMENTS TO 2046





- Planned terminal and airfield development to 2031
- Potential terminal and airfield development to 2046
- Other precinct and commercial developments to 2046
- Airfield + terminal expansion beyond 2046
- Brisbane Airport

Biodiversity Areas

- Biodiversity Zone
- Jackson's Creek Environmentally Significant Area
- Jubilee Creek Environmentally Significant Area
- Kedron Brook Environmentally Significant Area
- Pinkenba Environmentally Significant Area

0 0.5 1 Km

N

Brisbane Airport fast facts



Brisbane Airport in 2026

At a glance

25.7m
Total Passengers

35
Airline Partners

International Travel

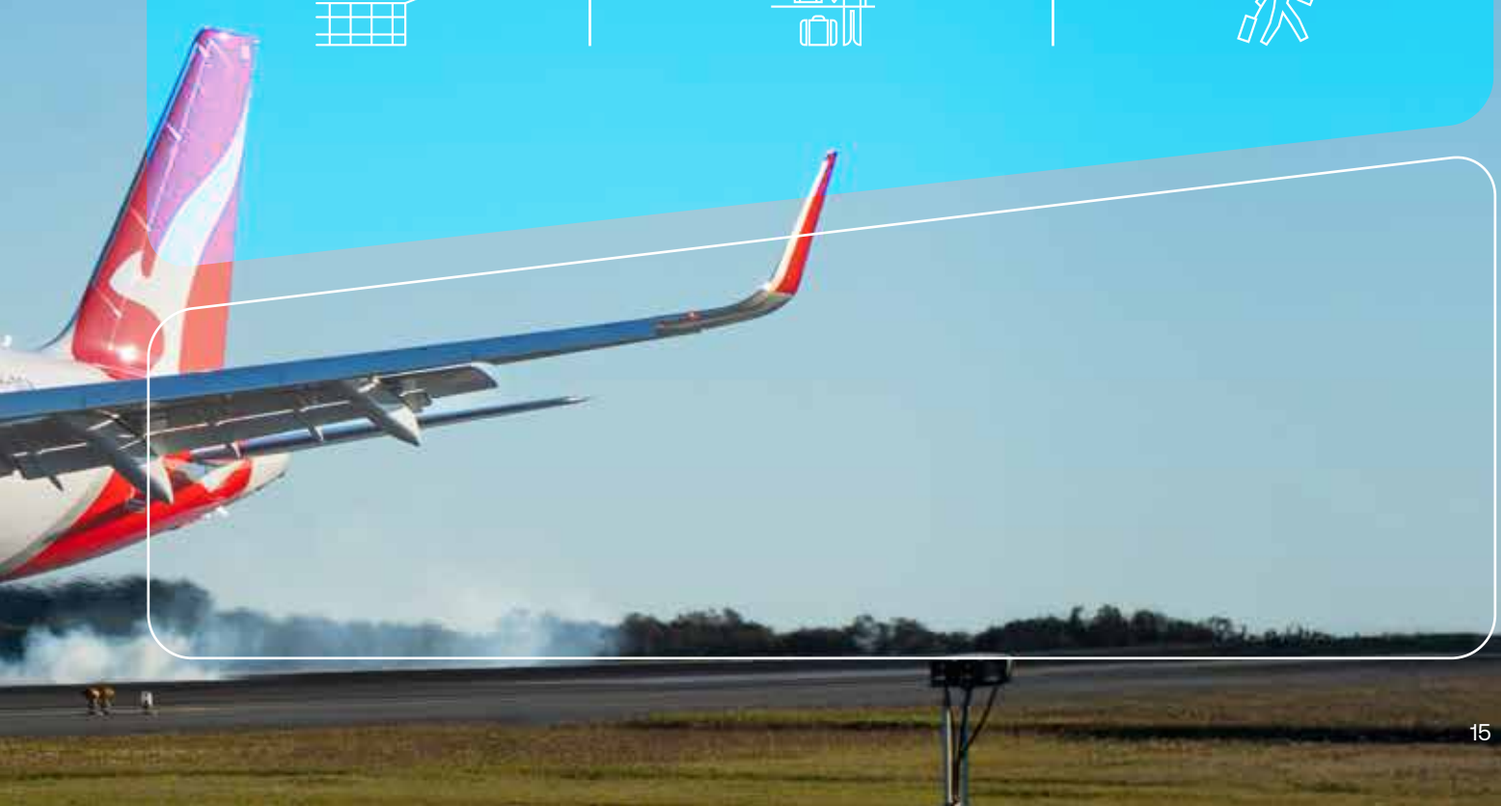
7.3m
International Passengers

34
International Destinations

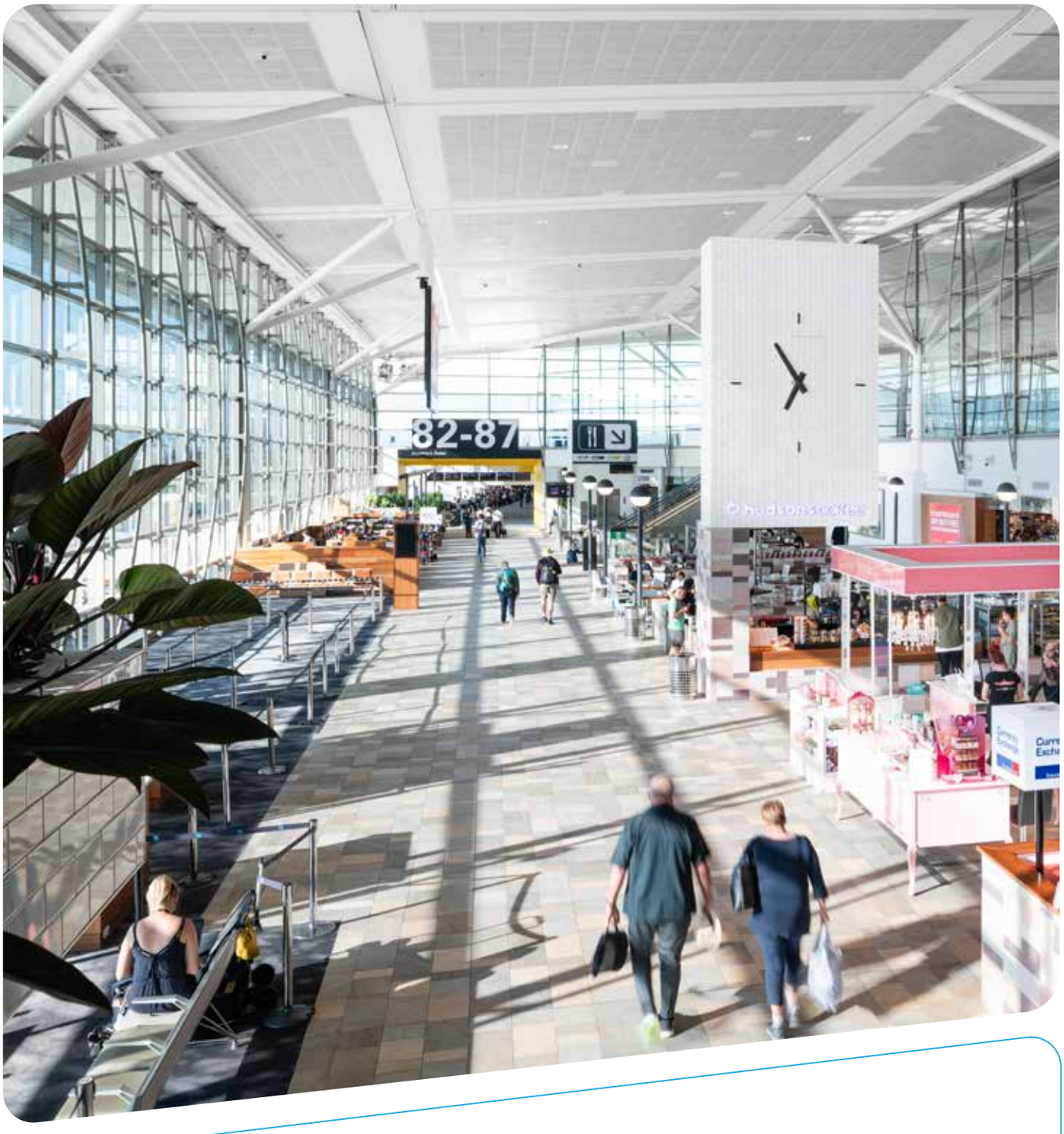
Domestic Travel

18.4m
Domestic Passengers

62
Domestic Destinations



Introduction



24/7

Airport with the most efficient runway system in Australia

About Brisbane Airport Corporation

Brisbane Airport Corporation Pty Limited, the operator of Brisbane Airport, is an unlisted Queensland Company that proudly takes on the challenge of connecting the people of Brisbane and Queensland with the world.

Brisbane Airport Corporation Pty Ltd (BAC) operates Brisbane Airport under a long-term lease from the Commonwealth Government. As one of Australia's largest single site employment hubs, the Gross Value Added to the Queensland economy by Brisbane Airport is more than $5 billion per annum.

Situated 10 kilometres north-east of Brisbane's Central Business District in South-East Queensland – one of the fastest growing regions in Australia – Brisbane Airport operates 24/7. Its strategic location adjacent to key freight corridors connects Brisbane Airport and the Australia Trade Coast to regional Queensland and beyond.

Ongoing substantial investment by BAC has established Brisbane Airport as a key regional employer, serving as a catalyst for tourism, business and industry growth with positive impacts reaching across Australia. More than just an aviation hub, Brisbane Airport is a convenient, safe and secure place of work for more than 25,000 people and a thriving precinct that supports and fosters more than 600 businesses in both aviation and non-aviation industries.



Introduction

Our Vision and Purpose

Our vision is to connect the world and create the future. As Queensland's most important transport hub, we connect people, create community and power the economy. We are a place where jobs are created and businesses thrive. We serve a city and state alive with opportunity.

At Brisbane Airport, we operate with a simple purpose, to deliver value to:

Community:
Brisbane Airport exists to serve its community's need for aviation connections to the world, and to support the development of Brisbane and Queensland as one of the world's great places to live, do business in, and visit.

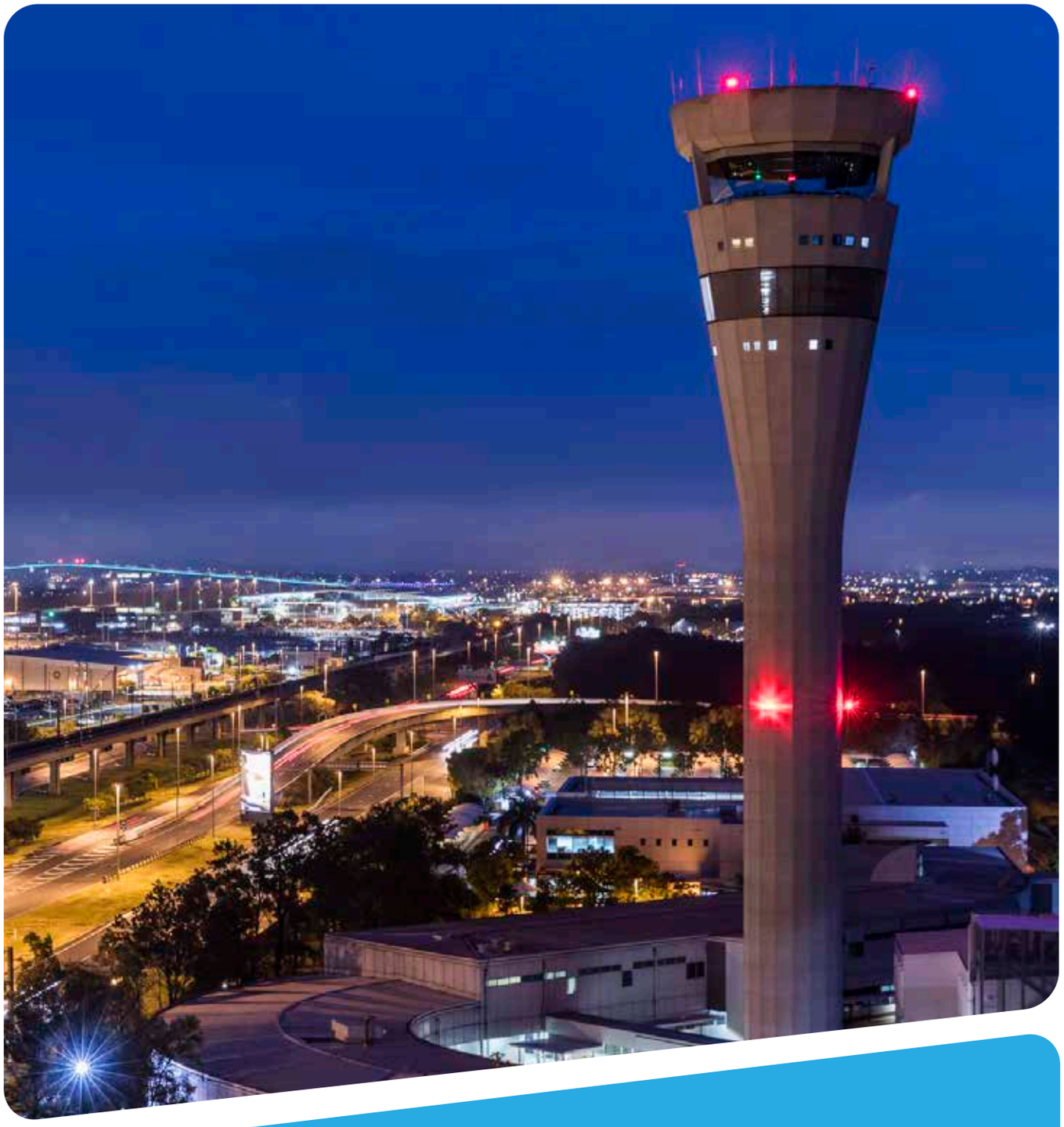
Customers:
Our customers have choices, and to make it easy for them to choose Brisbane Airport, we keep their best interests at the heart of our decision-making.

Employees:
Our most important asset is our people, whose passion for Brisbane Airport is the fuel for our success.

Shareholders:
By creating value for the Community, our Customers and our Employees, we also create sustainable value for our shareholders who believe in Brisbane Airport and want it to succeed.



Our purpose demonstrates that the role we play extends beyond providing effective and efficient aviation services and facilities. We help shape Queensland's future by driving employment opportunities for thousands of people and creating economic and social benefit across Queensland.



As Brisbane grows,
we grow with it

Our Ambition for Brisbane Airport

At Brisbane Airport, we recognise that the decisions we make today impact the future direction of our city and State. We have developed our Ambition to guide us as we draft our future master plans, business strategies and project briefs. Our Ambition is to be the best possible distillation of all that's great about Brisbane and Queensland.

As a long-term business focused on sustainability, we strive to shape the future in connecting people, places and experiences. In doing so we play a powerful role in the social and cultural development and prosperity of our city, State and Country.

Our Ambition is not just about what we do – it is about how we do it. It helps guide the five yearly business planning cycle for Brisbane Airport.

Brisbane Airport's Approach to 2032

This Master Plan period coincides with the lead-up to the 2032 Olympic and Paralympic Games.

They are recognition of everything Brisbane and South East Queensland has to offer. They are also an important event for Brisbane Airport as the first hello, and the last goodbye for athletes, officials, media, spectators and support teams.

For many visitors, their first experience of Brisbane as a host city will be the moment they step off the plane and it's our collective responsibility to ensure that experience is a positive one. As Brisbane prepares, we will continue to work with business and government partners to facilitate a successful event, with a particular focus on planning for and optimising the experiences in the weeks leading up to, during, and following the event.

We are also keen to ensure long-term connectivity and liveability outcomes that will ensure Queensland remains a great place to call home.

Planning for the 2032 Games

In the lead-up, the nation and the world will invest in our region at a scale never seen. New infrastructure and region-wide projects will drive the economy, and city-changing projects will transform how we live and move around the city. This, combined with ongoing population growth, creates demand and opportunity for Brisbane Airport.

To meet that demand and take advantage of those opportunities, we're investing more than $5 billion in a series of expansions and improvements that will increase Brisbane Airport's capacity, continue to foster decarbonisation across Brisbane Airport, maintain the highest international security standards, improve essential community services for Queensland, and unlock new commercial opportunities.

While new infrastructure is required at Brisbane Airport to meet the growth of the city and region it is not expected to be required specifically for the Games.

We're investing now

- to get ahead of the population growth curve so we're ready for 2032 and beyond
- so Queensland and the world are more closely connected
- so passengers, cars and planes won't need to queue on the ground or in the air
- in the best security and the latest technology to make travel faster, easier and safer
- to be a leader in sustainability
- to make it easier for businesses and industry to relocate to the state's best employment hub and our freight gateway to the world
- to unlock the potential of our landbank and ensure more people and more businesses can benefit from 24/7 shopping, dining, and work.

We're investing to connect the world and create the future.



We aspire to:

Be Australia's best gateway

Brisbane Airport will be a dynamic, diverse precinct that connects people, empowers businesses and creates jobs to drive the local economy. We will be a:

- **Thriving business and retail hub** fostering economic, social and cultural growth
- **A major employment centre** providing workers with opportunities and contributing to the broader Queensland economy
- **A driving force for industries and businesses at Brisbane Airport**, supporting growth and positioning Queensland as a key hub for trade, commerce, and innovation.

Be more than an airport

Brisbane Airport will be a gateway that not only connects Queensland to the world but also brings the world to Queensland. We will:

- **Deliver an experience for all** – Embrace a "don't worry, be happy" ethos, ensuring that every person – whether families, leisure seekers, or business travellers – feel welcomed and valued
- **Leverage our unique geographical advantages** – Capitalise on Brisbane Airport's prime location, offering access to key international destinations across the Pacific, Asia, the Americas, and beyond. Our location makes it easier for travellers to explore Queensland's Tourism jewels and for international visitors to discover Australia
- **Be Australia's most connected airport** – seamlessly link regions and cities to and across Australia, providing essential transport services for communities and supporting Australia's leisure and business economy
- **Foster international growth and connectivity** – Position Brisbane Airport as a key gateway that facilitates international travel, trade, and investment, helping connect and attract more global visitors, business opportunities, and investment to support Queensland's growth.

Be a source of pride for future generations

Brisbane Airport will be a leading sustainable airport that future generations trust and are proud of. We will:

- **Be a good neighbour** – serve as a community asset that participates in the life our neighbouring communities and supports their aspirations
- **Contribute to the region's economic, social, and cultural vitality**, creating a lasting impact that strengthens the local community and enhances Queensland
- **Ensure that Brisbane Airport remains a sustainable and inclusive hub**, balancing growth with the needs of the community, and creating long-term value for future generations.



Introduction

Where we fly

Brisbane Airport is Australia's most domestically connected airport, flying to 62 Australian ports, including 32 separate destinations in its home state of Queensland.

A number of Queensland regions depend entirely on Brisbane Airport for all their aviation connections. Brisbane to Sydney and Brisbane to Melbourne are amongst Australia's busiest routes, with more than 150 daily services departing from and arriving at Brisbane Airport.

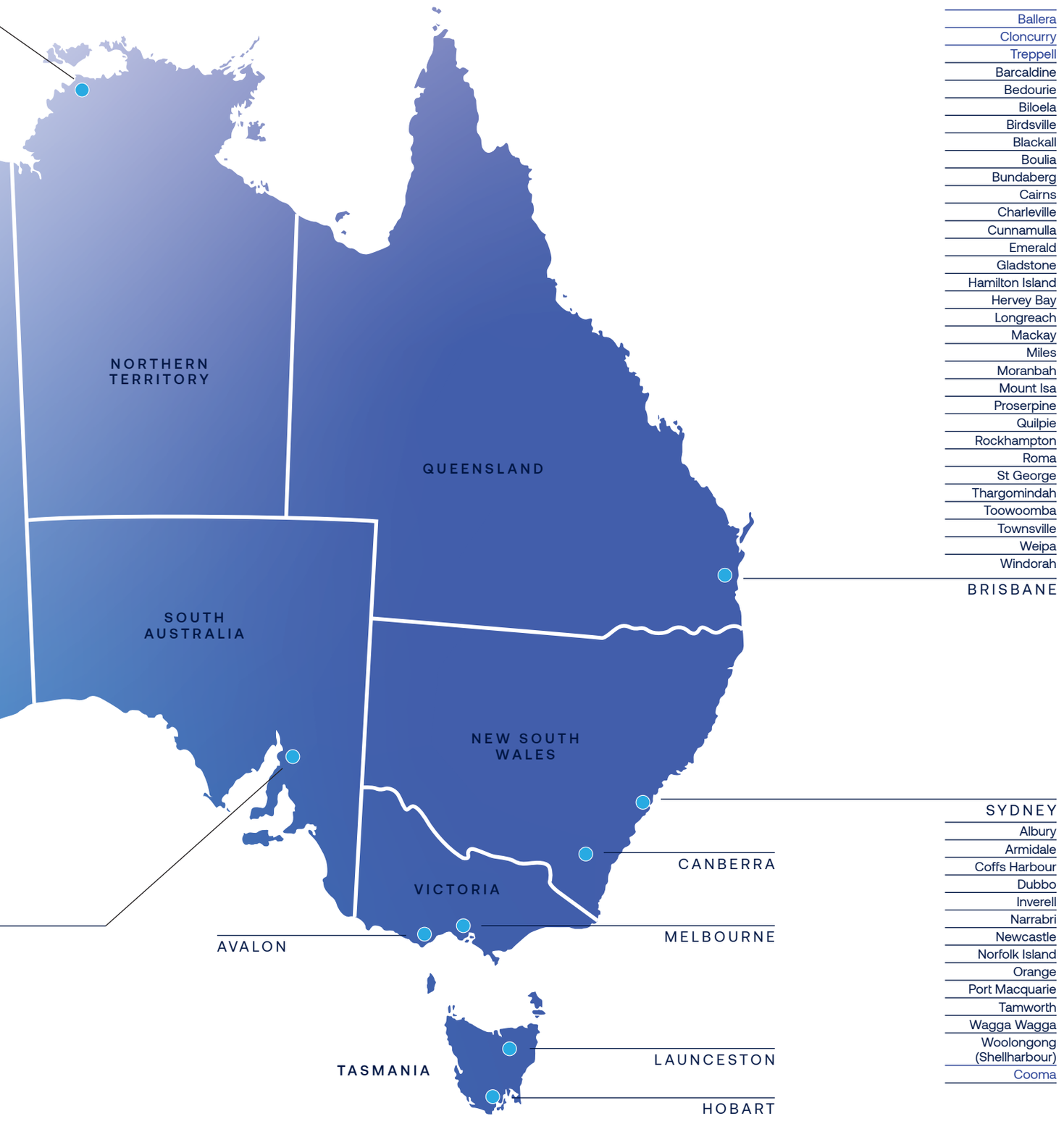
Domestic



62 domestic ports

52 regular passenger flight ports

9 regular charter flight ports


NORTHERN TERRITORY
QUEENSLAND
SOUTH AUSTRALIA
NEW SOUTH WALES
VICTORIA
TASMANIA
Ballera
Cloncurry
Treppell
Barcaldine
Bedourie
Biloela
Birdsville
Blackall
Boulia
Bundaberg
Cairns
Charleville
Cunnamulla
Emerald
Gladstone
Hamilton Island
Hervey Bay
Longreach
Mackay
Miles
Moranbah
Mount Isa
Proserpine
Quilpie
Rockhampton
Roma
St George
Thargomindah
Toowoomba
Townsville
Weipa
Windorah
BRISBANE
SYDNEY
Albury
Armidale
Coffs Harbour
Dubbo
Inverell
Narrabri
Newcastle
Norfolk Island
Orange
Port Macquarie
Tamworth
Wagga Wagga
Woolongong (Shellharbour)
Cooma
CANBERRA
MELBOURNE
AVALON
LAUNCESTON
HOBART
Jet
Virgin

Introduction

Where we fly

Internationally, Brisbane Airport enables access to Australia's broadest network in the South Pacific, from Port Moresby in Papua New Guinea to Apia, Samoa and Dunedin, New Zealand.

From an import and export perspective, Brisbane Airport offers the shortest flight times between an Australian state capital city and the major freight distribution hubs of Hong Kong, Guangzhou and Shanghai.

For business and leisure travellers, Brisbane Airport provides direct connections to 34 international destinations including major travel hubs in Asia, North America and the Middle East as well as New Zealand and the islands of the South Pacific.

International



34
international ports





MIDDLE EAST

- Doha
- Dubai

ASIA

- Bangkok
- Cebu
- Denpasar
- Guangzhou
- Ho Chi Minh City
- Hong Kong
- Kuala Lumpur
- Manila
- Osaka
- Seoul
- Shanghai
- Singapore
- Taipei
- Tokyo

SOUTH PACIFIC

- Apia
- Espiritu Santo
- Honiara
- Munda
- Nadi
- Nauru
- Noumea
- Palau
- Port Moresby
- Port Vila

NEW ZEALAND

- Auckland
- Christchurch
- Queenstown
- Wellington

Brisbane Airport History





Pre 1800s

- The land on which Brisbane Airport operates has a long and rich indigenous heritage. The Turrbal people occupied the country from Logan to North Pine, and as far west as Moggill Creek.
- Bora Rings (ceremonial grounds) are believed to have been used at the Brisbane Airport site and would have still been in use at the time of European Settlement.
- The area is also known to have been the location for transient camps, including some at Cribb Island and Myrtletown.

1800s

- Cribb Island became a popular seaside location, being one of the closest sea bathing beaches to Brisbane. The area was popular with retirees, and a number of people built small shacks as ‘weekenders’.
- **1829:** The Eagle Farm Agricultural Reserve was established in the vicinity of what is now the Airport Control Tower. The farm was created to supply the fledgling Moreton Bay penal colony, which was established in 1824.

1920s

- **1925:** The aerodrome at Eagle Farm opened under the control of the Civil Aviation Branch of the Department of Defence.
- **1928:** Sir Charles Kingsford Smith with co-pilot Charles Ulm, wireless operator James Warner and navigator Harry Lyon, were the first to fly across the Pacific Ocean from the United States of America to Australia in the aircraft ‘Southern Cross’. They landed at Eagle Farm on 9 June 1928, greeted by a crowd of 25,000 people. The flight had taken 21 hours 21 minutes from Suva, Fiji to Brisbane.





1930s

- **1935:** Qantas International begins flights.

1940s

- **1942:** Eagle Farm Aerodrome is used for training purposes by the Royal Australian Air Force. The area housed a number of Military camps. United States military personnel constructed two (and a later third) hard surface runways to replace the former grassed land fields. At the same time, a now heritage listed Hangar No. 7 was in use.
- **1947**: Eagle Farm assumes the role of the principal airport for Brisbane.

1950s

- The Airport operates on a 4,000 acre parcel of land and the terminal buildings three war time buildings initially constructed to house military aircraft.
- **1955:** The Southern Cross aircraft was placed in storage before the 1955 Federal cabinet decision which gifted the historic aircraft to the state of Queensland in recognition of Kingsford Smith's birthplace in Brisbane.

1960s

- Land for an expanded new Brisbane Airport is set aside by the Australian Government adjacent to the Eagle Farm site.



Introduction

Brisbane Airport History





1970s

- **1971:** Master planning of a new airport for Brisbane commenced including a widely spaced parallel runway system in north – south alignment.
- **1975:** A temporary International Terminal was opened.

1980s

- **1980:** Construction of the Brisbane International Airport commenced including a new domestic terminal, aprons, taxiways and runways.
- **1987:** The new Brisbane Airport runways and control tower are commissioned.
- **1988:** Brisbane International Airport is officially opened.

1990s

- **1990:** Site planning of the new International Terminal commences.
- **1995:** The International Terminal is opened.
- **1997:** Brisbane Airport Corporation purchases Brisbane Airport from the Federal Government under a 50-year lease with an option to renew for a further 49 years.







2000s

- **2001:** The global aviation industry faces challenges following the September 11 terrorist attacks in the United States of America.
- **2004:** Construction of a new Qantas heavy maintenance base was completed.
- **2005:** The first two stages of the Direct Factory Outlet opens at Skygate.
- **2005:** BAC announces a $1.5B program of expansion for future terminal, transport and runway infrastructure.
- **2008:** Two childcare centres open in Skygate.
- **2008:** Expansions to the International Terminal opens.
- **2009:** Moreton Drive, the second major access road for Brisbane Airport is officially opened.

2010s

- **2010:** Brisbane Airport establishes an on-site Biodiversity Zone to conserve biodiversity features across the Brisbane Airport site.
- **2014:** Brisbane Airport facilitated the arrivals and departures of 26 World Leaders and their entourages for the G20 Summit.
- **2015:** The $35 million expansion of the Direct Factory Outlet at Skygate is opened.
- **2015:** The $45 million International Terminal Redevelopment is officially opened.
- **2018:** A further expansion of the International Terminal and Apron is officially opened.
- **2018:** Brisbane Airport introduces the first electric bus fleet in use at any Australian airport.
- **2019:** A record-breaking year for passenger numbers, with 24.1 million passengers passing through Brisbane Airport.

2020s

- **2020:** Brisbane's western runway is officially opened in July 2020.
- **2022:** Brisbane Airport achieves Airport Carbon Accreditation Level 4.
- **2023:** Trials of electric charging stations for airside vehicles begins.
- **2024:** Construction commences on the Domestic and International Terminal transformations.
- **2024:** Construction commences on the refurbishment of the eastern runway.
- **2024:** Ground works commences on the $72 million Aeromedical Base.
- **2024:** Delta Air Lines starts seasonal flights to Brisbane from Los Angeles and American Airlines flies its inaugural Dallas-Fort Worth to Brisbane service.
- **2025:** Brisbane Airport achieves Net Zero (scope 1 and 2) emissions.



CHAPTER

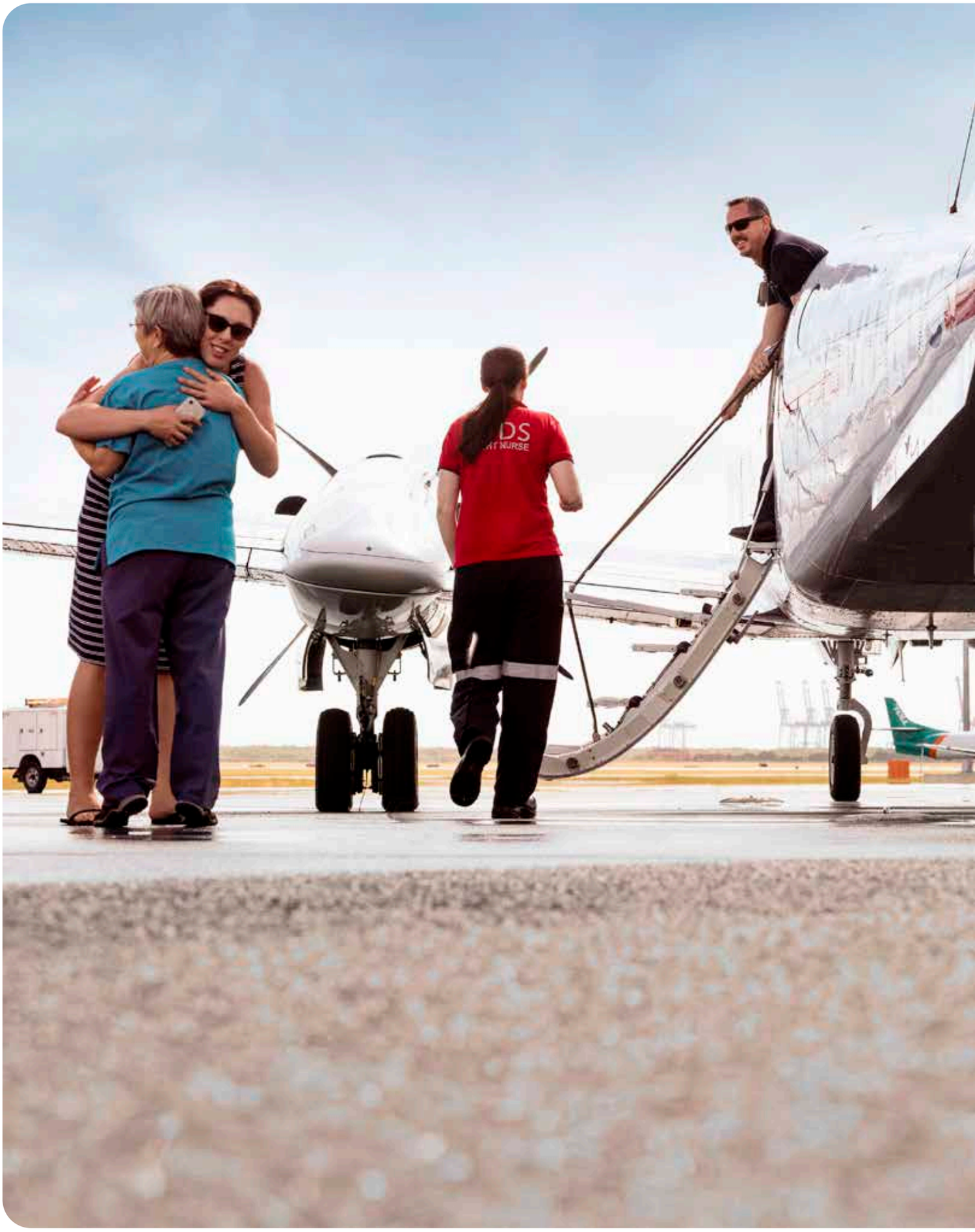
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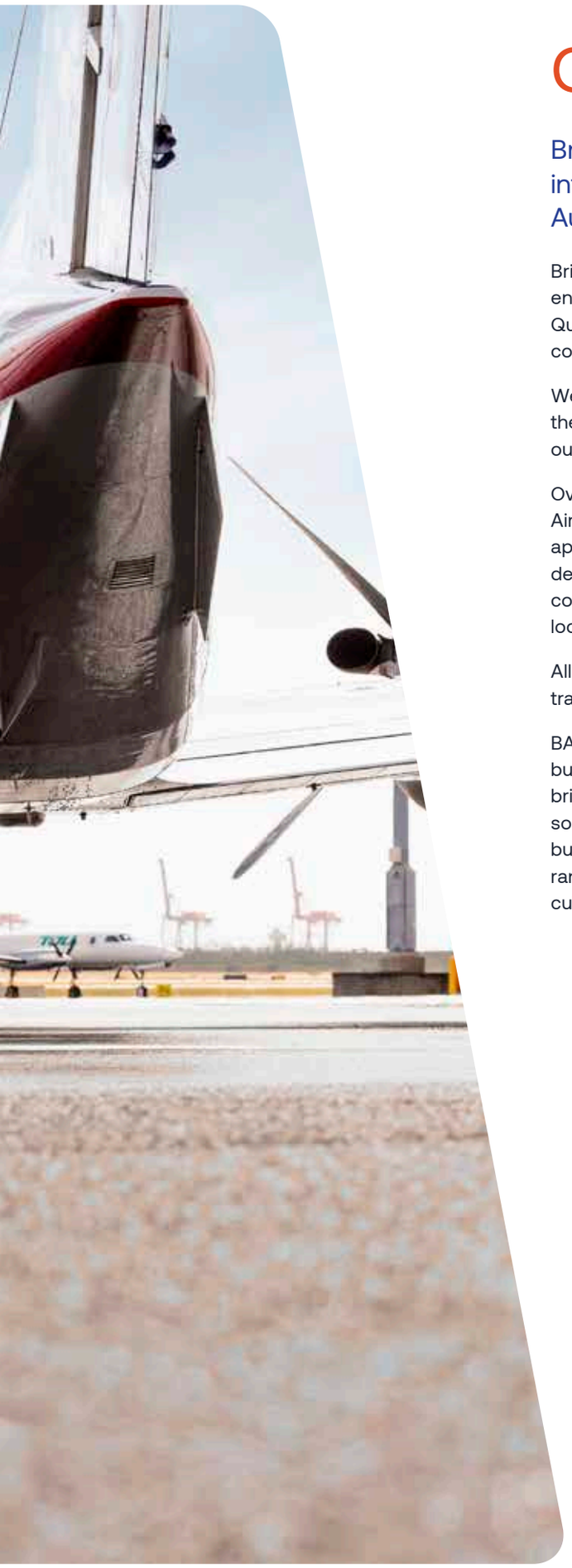
Community and Engagement

Community 33

Engagement 34

Community and Engagement





Community

Brisbane Airport is an essential piece of infrastructure for connecting communities to Australia and the world.

Brisbane Airport's commitment to community engagement ensures that we continue to serve as a responsible partner in Queensland's development, fostering a vibrant and connected future for all.

We seek to balance responsive engagement with highlighting the opportunities and possibilities that aviation brings to our community.

Over the two decades since the privatisation of Brisbane Airport in the 1990s, Brisbane Airport Corporation's (BAC) approach to community engagement has been focussed on developing long term, trusting relationships with neighbouring communities, and supporting the growth of healthy, thriving local communities.

All our activities have been characterised by a commitment to transparency, clarity, reliability, and understanding.

BAC recognises that airports must balance the environmental burden of aircraft noise with the broad benefits that aviation brings to communities near and far. BAC has consistently sought to work with industry partners to minimise the noise burden of aviation services to and from the airport, and with a range of organisations to maximise the economic, social and cultural benefits from the airport's operations.

Today, Brisbane Airport facilitates the travel of more than 5.2 million passengers to and from regional Queensland each year.

Engagement

BAC's approach to engagement with the community is anchored in the understanding that community is at the heart of the growth and sustainability of the airport. We engage in ongoing dialogue with residents, businesses and stakeholders to ensure Brisbane Airport's planning decisions incorporate diverse perspectives, while meeting operational demands and aligning with community values and priorities. Full details of the engagement undertaken as part of this master planning process is described in Appendix 3.

The Brisbane Airport Community Aviation Consultation Group (BACACG) is a consultative forum designed to bring together government, the aviation industry and the community. The group is independently chaired and meets four times per year. BACACG provides an opportunity for the local community to connect and to ask questions directly to Brisbane Airport and other stakeholders about matters of interest to them including airport developments, aircraft noise, major projects and airport operations.

Through this master planning process BACACG have received updates.

The Brisbane Airport Community Airspace Advisory Board is also a formal, ongoing consultation body announced by the Australian Government in 2023. The purpose of the Airport Advisory Board in the long-term is to facilitate community input and feedback on the Brisbane Airport Noise Action Plan, led by Airservices Australia. The Airspace Advisory Board generally meets on a quarterly basis with representatives from government, the aviation industry and the community.



350,000

passengers travel interstate each week



Community Activities

BAC is proud to actively participate in and support local community activities that contribute to making South-East Queensland one of the world's most vibrant places to live, work, and visit. Each year, BAC attends various local fairs and festivals, bringing the airport closer to the community.

These events allow the community to engage with Brisbane Airport and provide information on a wide range of topics, including current airport development projects, ground transport options and sustainability programs. This commitment to community involvement fosters connections, allows for insights to be shared, and ensures the community is informed about the airport's ongoing developments and initiatives.

Additionally, BAC collaborates with schools and universities to offer students valuable insights into the airport and career opportunities in the aviation industry.

BAC's community engagement and support encompasses a broad suite of activities, ranging from direct engagement through to financial support for community building.

Direct engagement includes :

- BAC operates a dedicated telephone and email feedback service to respond to community concerns and complaints
- The Brisbane Airport Mobile Information Centre is deployed to targeted community festivals and special events throughout the year allowing community members direct in-person access to BAC staff to discuss major projects, aircraft operations and flight paths, new onsite developments or other initiatives happening
- BACACG – the consultative forum bringing together government, the aviation industry and the community, and
- BAC hosts approximately 20 bus tours of the airport site annually for schools and community groups.



Community Investment

Each year, BAC supports the local community through its Community Investment Program. By partnering with various organisations, providing donations, and utilising passenger-funded initiatives, these funds support a wide range of activities, from arts and sports to grassroots community projects. Our annual Community Giving Fund grant program allocates more than $100,000 each year to organisations making a positive impact on the lives of Brisbane residents.

In addition to the Community Giving Fund, other investments include:

- Annual Lost Property Auction to support The Courier Mail Children's Fund ($90,000 in 2024)
- In terminal currency collection globes annual donation to select community organisations ($80,000 in 2024)
- Containers for Change funds donated to local environmental charities ($100,000+ since 2024)
- Royal Flying Doctors major sponsorship, and
- LifeFlight major sponsorship.



Over $100,000 has been donated through The Containers for Change initiatve in the first two years at Brisbane Airport.



Airport Community

Currently, there are 25,000 people who work at Brisbane Airport. It's these people who form the on-airport community to facilitate aircraft operations, manage freight and logistics or work within the 600 businesses that are based at Brisbane Airport. The Airport Community enable Brisbane Airport to grow and be recognised as a great place to work.

Cultural Investment

BAC has long focussed its cultural investment on the not-for-profit arts sector. With the dual benefit of making Brisbane a better place to live, and driving visitor attraction, this investment in Queensland's cultural life has been at the heart of BAC's activities for more than twenty years. Organisations/events supported include:

- Queensland Ballet
- Queensland Symphony orchestra
- Brisbane Philharmonic
- Queensland Theatre
- LaBoite Theatre Company
- Brisbane Festival
- Museum of Brisbane, and
- Powerhouse.

Public Service Communications

BAC recognises its responsibilities to communicate proactively and transparently with the community when external events effect airport operations, and when changes to airport operations may have an impact on the community.

In particular, significant communications 'campaigns' are conducted when runway maintenance works temporarily impact flight path operations. This includes paid print and broadcast advertising, social media and online platforms, and in-terminal information displays.

CHAPTER

03

Socio-Economic Contribution

Economic Hub 42

Social Contribution 45

Socio-Economic Contribution

Key Facts

$5.6b
Gross Value Added to Queensland's economy in 2025-26

$11.5b
in Gross Value Add anticipated to contribute towards Queensland's economy in 2045-46

$780
in Queensland economic activity is generated for every Brisbane Airport passenger

25,000
direct jobs in 2025-26

50,500
direct jobs at Brisbane Airport by 2045-46

5.2m
passengers to and from Brisbane Airport with Queensland's regional centres in 2023-24

Brisbane Airport's role in enabling trade, tourism, international education, resources and business sectors was assessed in 2023-24 to directly enable

$12.0b
in economic activity

Source: The Economic Contribution of Brisbane Airport, Queensland Economic Advocacy Solutions, 2024.

Brisbane Airport plays a crucial role in supporting the economic development at a national, state and local level.

One of the key strengths of Brisbane Airport is its role in enabling economic growth and the communities it supports. The enabling role Brisbane Airport is realised in several ways:

- Connecting people, families and communities to the rest of Australia and the world
- Facilitating access by those communities in rural and remote areas to essential and emergency services
- Enabling businesses across Queensland to connect their goods and services to their customers, and
- Sourcing from Queensland and Australian businesses as part of Brisbane Airport's extensive supply chain.

The Master Plan assesses the airport's economic impact using input-output modelling to evaluate both current and future contributions.

$536m

contributed indirectly to the Australian economy in 2025-26



Economic Hub

Brisbane Airport's significance as an economic and employment hub is evidenced through the operation of 600 businesses at the airport today who collectively:

- *Directly* contribute to the Brisbane and SEQ region through economic activity and employment opportunities
- *Indirectly* contribute through their supply chain and the expenditure of employee wages, economic activity and employment opportunities, and
- *Enable* trade, tourism, international education, resources and business sectors through the frequency of air transportation services and large choice of flights and destinations.

Brisbane Airport fulfils a core role in Brisbane, South-East Queensland and the State of Queensland's economy by the operation of an airport facility, including the runway, terminals and critical aviation safety and security. In addition to its aviation focus, BAC also plans and develops commercial, mixed use and industrial precincts at Brisbane Airport. These precincts also directly contribute to the economy, both in terms of value and jobs creation. It's the continued development of these non aviation precincts which will support the continued long-term growth of businesses choosing to operate at Brisbane Airport.

In addition to these core activities, Brisbane Airport supports a much larger range of activity through other businesses operating within the airport precinct. These activities include all those not operated by Brisbane Airport Corporation directly such as airline and charter operations, retail and tourism services, maintenance facilities, landside transport as well as logistics and catering.

In 2025-26 Brisbane Airport contributed $5.6 billion in Gross Value Added to Queensland's economy. This includes $3.6 billion direct Gross Value Added, with the largest contribution through the airlines, aviation – freight (and other) and aircraft maintenance as well as $2 billion indirect Gross Value Added through Brisbane Airport's substantial supply chain and expenditure of employee wages.

Brisbane Airport contributes an additional $536 million indirectly to the rest of the Australian economy.

Employment

There are more than 600 businesses operating across the Brisbane Airport precinct, employing 25,000 people directly and another 18,000 indirectly in the Queensland economy in 2025-26.

This represents the largest employment clustering in Queensland outside of Brisbane's Central Business District. A breakdown of the direct employment by sector is shown in Figure 3.1, with more than 5,000 in airline operations and more than 2,800 in aircraft maintenance.

In 2025-26, indirectly across the rest of Australia, Brisbane Airport has an employment contribution of an additional 5,000 people.

Tourism

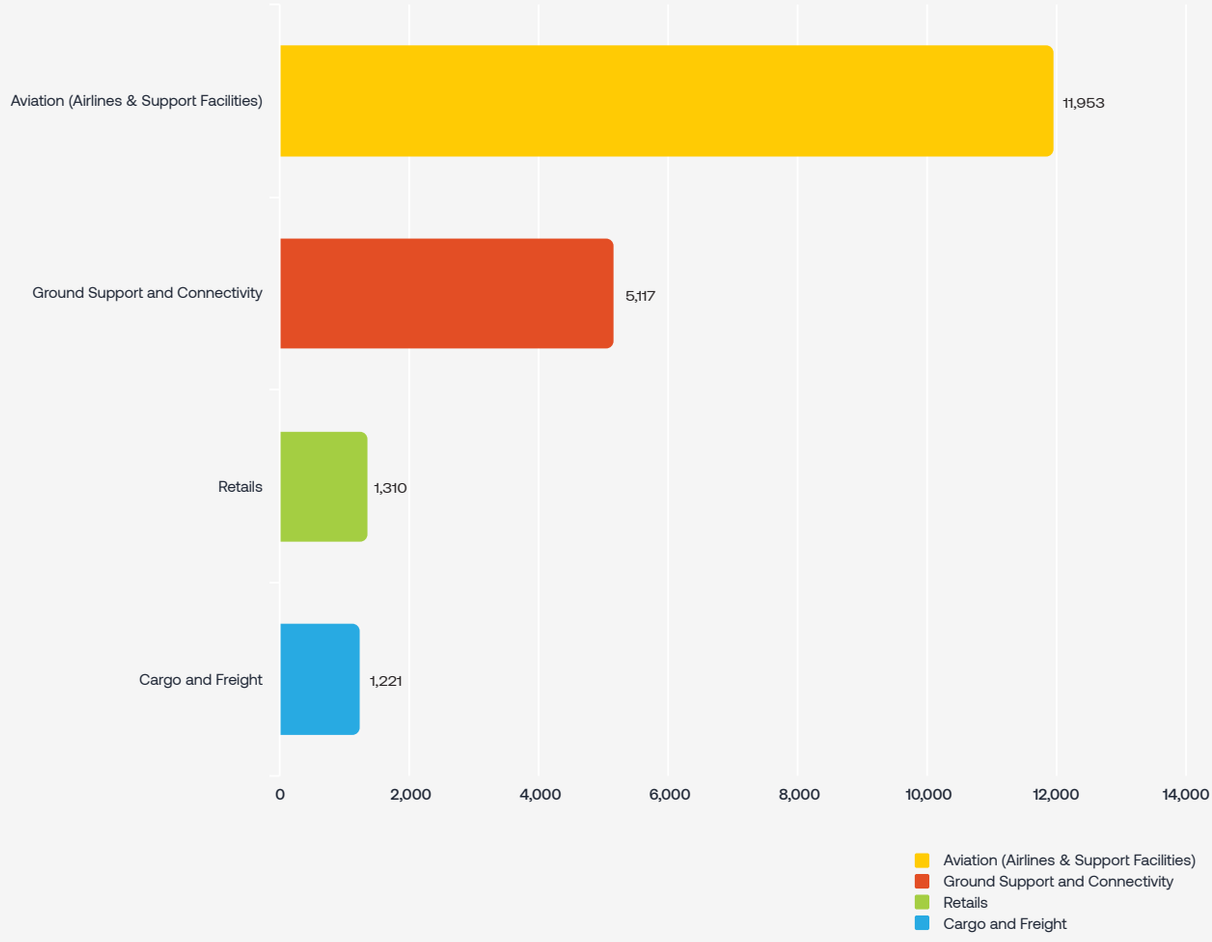
Tourism plays a significant role in Queensland and its regional communities. The tourism industry is a major employer and key driver of economic growth. Brisbane is a key entry point for visitors to Queensland and Australia. Brisbane is a gateway to Queensland, particularly for international visitors and as a hub airport for flights connecting regional Queensland.

Unlike many other industries that tend to be concentrated in certain geographic areas, the benefits of tourism are widespread across Queensland. This makes Brisbane Airport a central component of regional Queensland's interactions with the rest of Australia and the world.

Brisbane Airport plays an important facilitation role for major conferences and sporting events in Queensland. In total, Brisbane Airport is helping facilitate the Queensland tourism sector enabling a total economic contribution of tourism to Queensland estimated at $34.1 billion in 2023-24 and the creation of 260,000 jobs.



FIGURE 3.1: BRISBANE AIRPORT DIRECT EMPLOYMENT BY SECTOR (PERSONS)



Freight

Air freight is an important part of the Queensland transportation supply chain for time-critical or perishable goods such as medical supplies, live seafood and fresh produce. Although air freight makes up a small portion of exports by weight, it plays an important role in export value. Air freight supports jobs in exporting businesses, their suppliers and the transport industry.

Many Queensland businesses rely on the role Brisbane Airport plays in the Australian freight network and its connections to global markets.

In 2023-24 this equated to 76,000 tonnes of exports and 53,000 tonnes of imports.

International Education

International education is one of Queensland's largest service exports. In 2022, 1 in 23 international visitors to Queensland were education visitors and international students represent 3.7 per cent of total passengers, with 107,126 international student enrolments in 2022.

Accordingly, Brisbane Airport is helping facilitate international students studying in Queensland estimated to be contributing $3.2 billion toward the Queensland economy and creating more than 16,000 jobs.

Industry

Connectivity is one of the main influencers for regional Queensland employers being able to attract the right skills and employees. Queensland industries use Brisbane Airport to move their people to where they need them. The resources sector is a key driver of economic growth in Queensland.

For example, Fly-In, Fly-Out charters have supported new resource developments across South East Queensland, with a significant portion of the mining workforce using Brisbane Airport as their means of accessing their work site. In 2023-24, Brisbane Airport facilitated more than 500,000 workers to and from the key mining region airports.

Looking to the Future

Population growth is set to continue, driven by economic opportunities, and an enviable lifestyle. The Queensland Government's population forecast (2023) predicts Queensland's population will grow by more than 30 per cent. It is anticipated that the Brisbane 2032 Olympic and Paralympic Games will also supercharge the South East Queensland and Queensland economy over the next decade.

Queensland's population growth, combined with continued growth in employment and tourism means air travel and freight demand for Brisbane Airport will grow as well. Brisbane Airport is forecast to contribute approximately $7.8 billion worth of capital projects by 2046.

The economic analysis presented in Tables 3.1 and 3.2 follows a staged approach that begins with firmographic assessments, followed by input-output modeling.

The firmographic assessment characterises the types of businesses located at Brisbane Airport and identifies various employment indicators, including:

- Number of employees and approximate salaries
- Types of industry
- Range of professions
- Number of apprentices.

Input-output modeling then examines the relationships between different industries identified in the firmographic analysis.

It quantifies how the outputs of one industry serve as inputs for another. This modeling incorporates several indicators to evaluate the economic contribution of Brisbane Airport. These include:

- Passenger forecasts
- Capital investment plans
- Operating expenditures
- Existing asset values
- Number of businesses
- Employment characteristics
- Tax contributions.

By 2045-46, Brisbane Airport is expected to contribute more than $11.5 billion in Gross Value Added to Queensland's economy, with an additional $1 billion to the rest of Australia.

Employment

In line with a strong economic outlook for the region, the direct employment contribution of Brisbane Airport is forecast to reach 50,500 people by 2045-46, with the indirect employment contribution anticipated to reach 47,000 people by 2045-46 – an overall increase of 49,500 people from 2025-26.

Table 3.2 sets out the employment forecast as a result of the growth outlined in this Master Plan.

TABLE 3.1: FORECASTED ECONOMIC CONTRIBUTION ($ BILLIONS)

	2025-26	2031-32	2045-46
DIRECT QLD	$3.6	$4.9	$7.3
INDIRECT QLD	$2.0	$2.8	$4.2
INDIRECT REST OF AUSTRALIA	$0.5	$0.7	$1.0
TOTAL	**$6.1**	**$8.4**	**$12.5**

TABLE 3.2: TOTAL EMPLOYMENT CONTRIBUTION (PERSONS)

	2025-26	2031-32	2045-46
DIRECT BRISBANE AIRPORT	25,000	33,500	50,500
INDIRECT QLD	18,000	24,500	37,000
INDIRECT REST OF AUSTRALIA	5,000	6,500	10,000
TOTAL	**48,000**	**64,500**	**97,500**

Tourism, Freight, International Education and Industry

As a consequence of Brisbane Airport's role in enabling trade, tourism, international education, resources and business sectors, it is estimated that the annual enabled economic activity will rise to $27.7 billion by 2045-46, an increase of $14 billion from 2025-26.

Additionally, the enabled employment is anticipated to rise to 319,000 persons by 2045-46, an increase of 162,000 persons.

Social Contribution

The jobs and transport connectivity supplied by Brisbane Airport are in themselves major social contributors to the surrounding communities of Brisbane and Queensland.

Brisbane Airport connects people and families, it plays a pivotal role in the Australian freight network and the supply of time sensitive goods needed in communities. It's each of these services that add to the social contribution of Brisbane Airport.

Most Queensland airports rely on the availability of services to and from Brisbane Airport for domestic air travel. For many regional Queensland airports, all of their passenger flights are to and from Brisbane Airport. In these instances, without Brisbane Airport, that regional airport and the communities it supports, would not have air connectivity to the rest of Queensland or Australia. In 2023-24, Brisbane Airport facilitated the travel of more than 5.2 million passengers to and from regional Queensland, with an average of 1,200 weekly flights.

Aeromedical Services

Brisbane Airport plays a crucial role facilitating medical flights for rural and remote Queenslanders to major hospitals and life-saving medical care in Brisbane. The Royal Flying Doctor Service and Lifeflight operate at Brisbane Airport and bring medical services to the most remote areas in Queensland providing primary healthcare and emergency services to regional Queensland.

Reinforcing Brisbane Airport's aeromedical role is a new facility which is set to commence operations in 2026.

This facility will incorporate patient transfer facilities, state-of-the-art hangars for fixed and rotary wing aircraft, administration areas, and a medical base for regional patient and donor transfers. Once operational, this facility will expand the capability Brisbane Airport has to facilitate medical transfers across Queensland.

An estimated

9,000

patients were transported through Brisbane Airport for emergency and non-emergency health services in 2023-24



CHAPTER

04

Sustainability and Climate Change

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Sustainability

Sustainability is essential to the operation and development of Brisbane Airport because it enables long-term, responsible growth, which is key to delivering value to our communities, customers, employees, and shareholders.

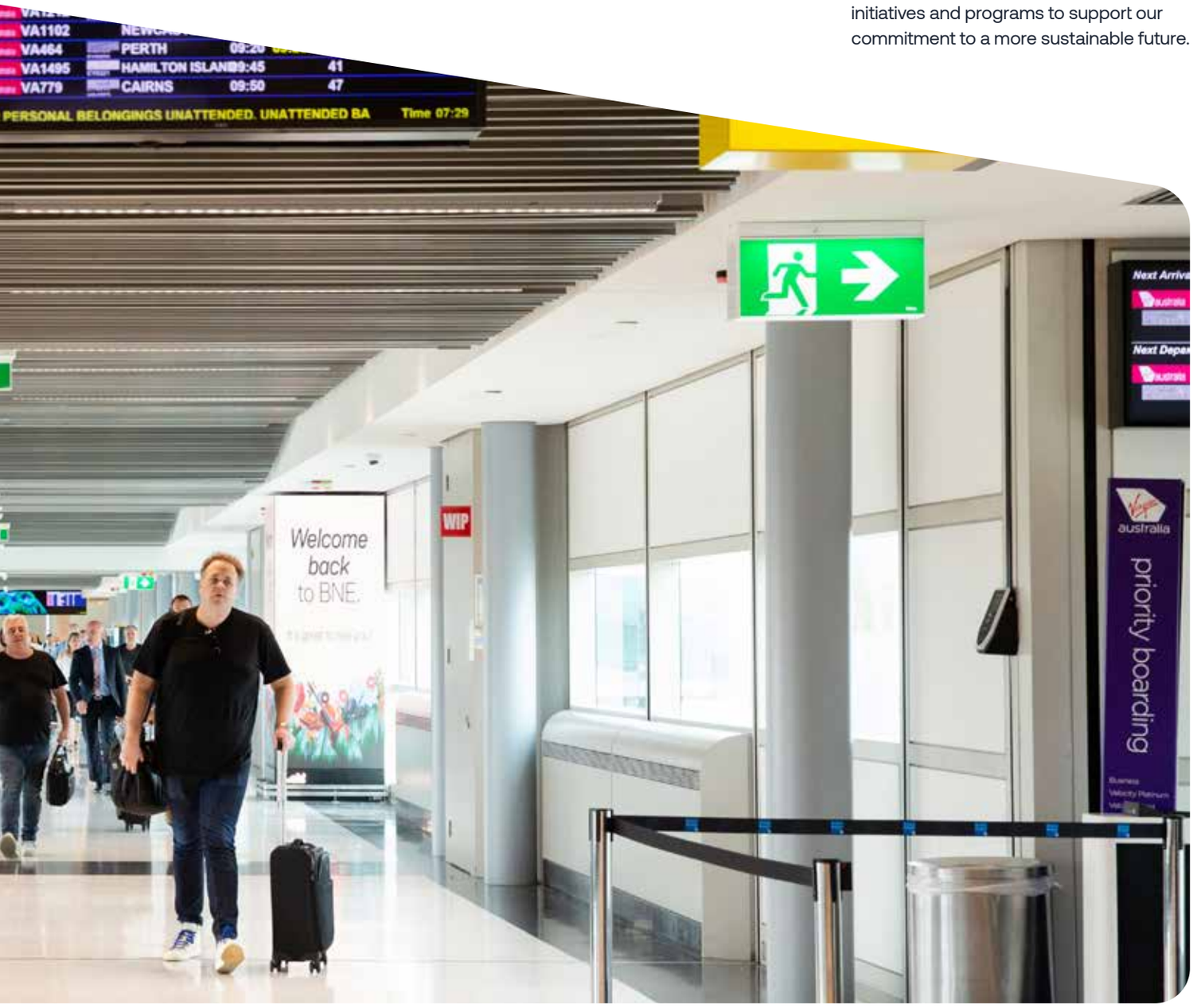


Brisbane Airport's commitment to sustainability is built upon three pillars – protect our planet, grow responsibly and support our communities.
This approach is focussed on decarbonisation within the aviation sector, integrating sustainable design initiatives into future development and being an active participant in the community. Sustainability commitments will continue to evolve in the coming years as new technologies and ways of thinking emerge.

As a long-term infrastructure business, Brisbane Airport Corporation (BAC) has been on a journey of constant improvement through implementing sustainable initiatives across a range of operational and business processes. This has provided a strong foundation for future success and Brisbane Airport has been able to accelerate key targets including:

- Becoming a Net Zero airport (scope 1 & 2 emissions) from 2025
- being the first Australian airport with an electric bus fleet
- being the first Australian airport to commit to a Reconciliation Action Plan

BAC also has a number of sustainability initiatives and programs to support our commitment to a more sustainable future.



Sustainability and Climate Change

INITIATIVE / PROGRAM	KEY POINTS
ELECTRIC BUS FLEET	• In 2018, Brisbane Airport became the first Australian airport to roll out a fleet of fully-electric buses. The use of electric buses for landside transport reinforces an ongoing commitment to creating a cleaner, more sustainable environment and improved passenger experiences at Brisbane Airport. • The new fleet boasts reduced noise pollution and zero tail pipe emissions and will result in a reduction of 250 tonnes of carbon emissions each year, equivalent to taking 100 cars off the road. The new buses include all passenger comforts, with tailored interiors designed specifically for travellers, such as ample baggage and luggage racks and three full-size double doors making boarding and disembarking more efficient for everyone.
CONTAINERS FOR CHANGE	• BAC has partnered with 'Containers for Change' (a Queensland Government refund scheme for recycled containers) to decrease the amount of waste to landfill. • Multiple donation stations have been placed across the terminals and the Skygate Precinct with all proceeds going to charity. By 2025, the program had raised more than $120,000 with over 1.2 million containers recycled.
AIRPORT CARBON ACCREDIATION	• In 2022, Brisbane Airport became the first Australian airport to achieve Level 4 of the Airports Council International's Airport Carbon Accreditation program. The transformation status recognises BAC's long-term carbon management strategy towards absolute emissions reductions and evidence of forging meaningful partnerships to reduce the emissions of airport partners. The Airport Carbon Accreditation Program is the only institutionally endorsed, global carbon management certification program for airports. It independently assesses and recognises the efforts of airports to manage and reduce their carbon emissions through six levels of certification.
RENEWABLE ENERGY	• BAC entered a six-year agreement with Stanwell Corporation, starting January 2025, to purchase renewable electricity from Queensland-based renewable energy projects. This power supports airport operations, including electric buses, fleet vehicles, offices as well as terminal and runway operations. This agreement was critical to BAC's achievement of Net Zero (Scope 1 and 2), with electricity accounting for 97% of BAC's scope 1 and 2 emissions and provides renewable energy to around 80 per cent of airport businesses. • BAC is dedicated to further expanding its onsite solar generation, having already installed 11MW of solar capacity since 2020. • As part of its commitment to Net Zero (scope 1 and 2) in 2025, BAC has transitioned 24 fleet vehicles to electric transmission vehicles. Fleet vehicles and equipment will continue to be transitioned to electric as the technology becomes available.
SUSTAINABLE DESIGN	• BAC has developed and implemented a Sustainable Design Guideline which is used to identify sustainability initiatives that could be implemented in the range of property developments at Brisbane Airport. The guideline considers several sustainable design criteria relating to environment, health, climate resilience and universal design. • Depending on the nature of the development, whether it involves maintenance activities, major projects, or fit-outs, the type of sustainability initiatives included will vary and is tailored to the specific development. Typically, initiatives focus on climate resilience, waste reduction and diversion, material selection, energy efficiency, and water efficiency. The guidelines will evolve over time to align with industry best practices and emerging trends in sustainable development. • In some developments, the established Green Star certification approach can be applied to developments at Brisbane Airport where the Green Star criteria is met. In these instances, Brisbane Airport works with businesses to achieve this certification.



Sustainability and Climate Change

Decarbonisation

The aviation industry contributes around 2.5 per cent of global carbon dioxide (CO_2) emissions and is considered a "hard-to-abate" sector, making its transition to decarbonisation slower.

As an island country, Australia is heavily reliant on aviation. There are currently no viable alternatives to flying if you want to move around Australia, or connect to other nations, quickly.

BAC supports the global actions being taken to mitigate climate change impacts through transitioning to a low-carbon future and aligning to the goals within the Paris Agreement (a binding international treaty adopted by Australia at the United Nations Climate Change Conference (COP21) in December 2015). BAC committed to and achieved Net Zero (Scope 1 and 2 emissions) by 2025 and signed the World Economic Forum's 'Clean Skies for Tomorrow' Initiative, which aims to accelerate the use of sustainable aviation fuel and ensure it accounts for 10 per cent of total aviation fuel globally by 2030.

In a 'hard to abate' industry, partnerships are critical. BAC is demonstrating its commitment to reducing Brisbane Airport's carbon emissions (including Scope 3) and BAC's efforts have been recognised globally by the Airport Council International's (ACI) Airport Carbon Accreditation (ACA) program.

This is being achieved through collaborating with airport partners to identify emission reduction opportunities and reducing our own footprint through achieving our sustainability targets.

For BAC, only 1 per cent of emissions are within our direct control (known as Scope 1 and 2 emissions). The remaining 99 per cent of BAC's emissions are Scope 3 emissions.

- Scope 1 emissions are defined as direct emissions from owned or controlled sources and of the 1 per cent of emissions within BAC's control, scope 1 emissions account for 3 per cent. This includes:
  - Fuel consumption from our fleet vehicles and plant equipment (like mowers, sweepers, paint trucks etc.)
  - Refrigerants, which are substances used in our heating, ventilation and air conditioning units
  - SF6 which is a colourless, odourless, non-toxic gas used for electrical insulation in high voltage switch gears.
- Scope 2 emissions are indirect emissions from the generation of purchased energy and of the 1 per cent of emissions within the control of BAC, Scope 2 emissions account for 97 per cent. For BAC, this includes all the electricity purchased and consumed by our operations, and in buildings owned (e.g. terminals, offices).
- Scope 3 emissions are defined as all indirect emissions that occur in a company's supply chain, both upstream and downstream and for BAC, Scope 3 emissions account for 99 per cent of total emissions. For BAC, most of its Scope 3 emissions are generated from aviation fuel used by airlines (which is Scope 1 emissions for airlines) and transportation to the airport (rideshare, taxi or personal cars).

While Brisbane Airport will maintain a focus on Net Zero (Scope 1 and 2), an emerging focus will be on leadership and facilitation within the Australian aviation industry to reduce emissions more broadly. Brisbane Airport is engaged in initiatives to reduce Scope 3 emissions and support the aviation industry's sustainability goals over the coming decades. There are several initiatives BAC has partnered with to facilitate change across the aviation industry.

Jet Zero Council

BAC was a member of the Jet Zero Council as the representative for all Australian airports between 2023 and 2025. The Jet Zero Council is focused on developing and promoting low-carbon aviation technologies and operational practices to minimise the carbon footprint of air travel. Through collaborative partnerships, the Jet Zero Council aims to accelerate the adoption of sustainable aviation fuels, electric and hybrid aircraft, and other innovative technologies that can significantly reduce emissions. BAC will continue to support the work of the Jet Zero Council in Australia.

Continue to support Airport Collaborative Decision Making (A-CDM)

A-CDM is an operational framework for how airports, aircraft operators, ground handling organisations and Air Traffic Control work together to harmonise operations through data sharing and decision support technology to make collaborative decisions across major Australian airports. While A-CDM assists with better utilisation of airport infrastructure and assets, implementing the framework also results in improved operational efficiency and therefore reduces unnecessary fuel burn and emissions through better coordination and data sharing.

Ground Support Equipment electrification

Facilitating the transition of ground support equipment (GSE) to electric power, thereby reducing emissions from airport operations. By replacing conventional fossil fuel-powered GSE with electric alternatives, BAC aims to decrease the environmental impact of ground handling activities while enhancing operational efficiency.

Government engagement

BAC works with all levels of government to promote and facilitate active and public transport connectivity with Brisbane Airport to Brisbane and beyond.

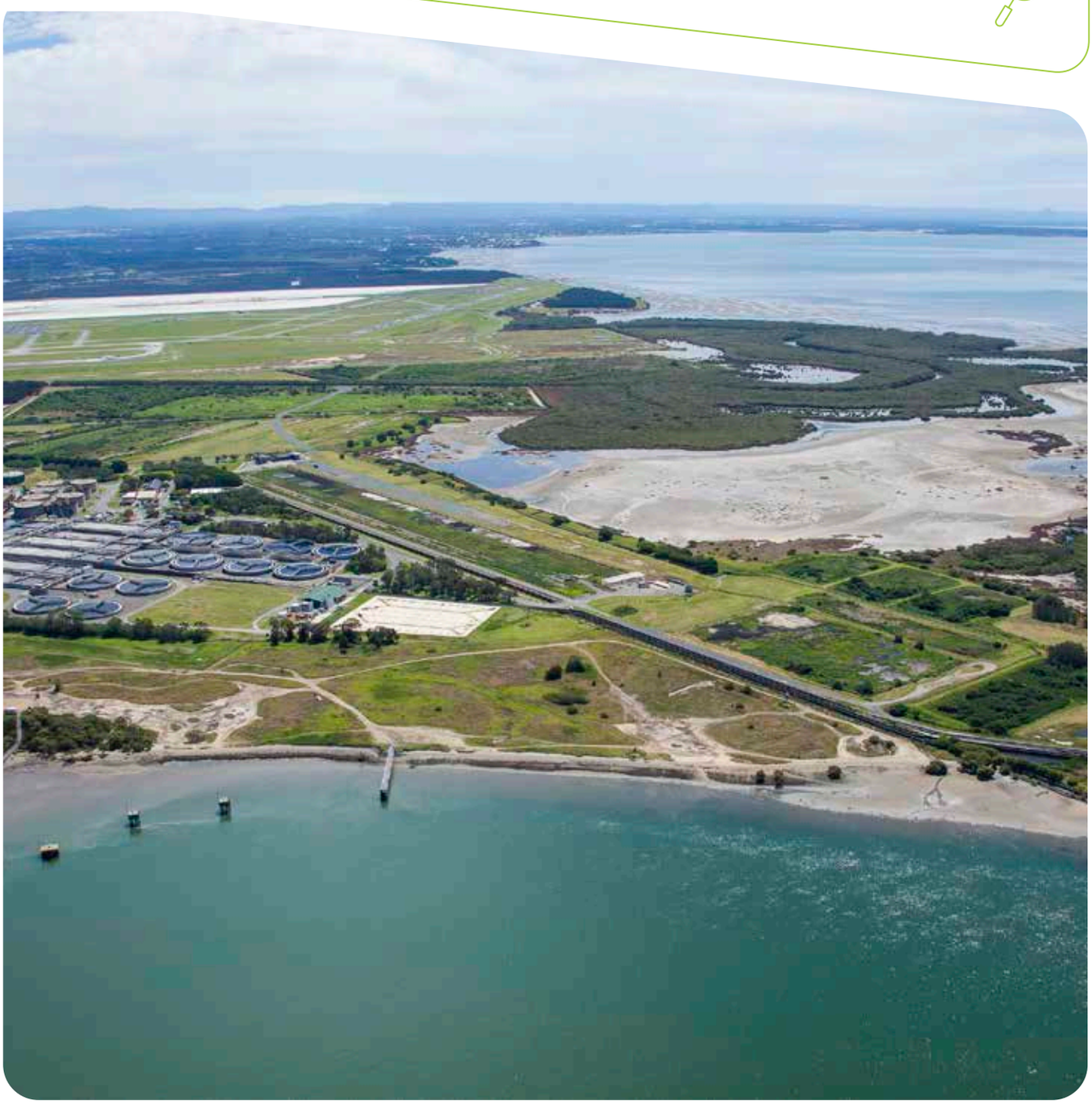
Hydrogen Flight Alliance

Collaborating with leading aviation and energy partners to explore and facilitate the adoption of hydrogen-powered flight technologies. Hydrogen has the potential to revolutionise aviation by providing a zero-emission alternative to conventional jet fuel. The Hydrogen Flight Alliance focuses on addressing the technical, regulatory, and economic challenges associated with hydrogen-fuelled aviation.

The Aviation Plan included in Chapter 11 of this Master Plan considers emerging trends like sustainable and alternate aviation fuel.

Climate Change

As the operator of Brisbane Airport, it is BAC's responsibility to ensure climate-related risks and opportunities are identified, managed, and mitigated. We recognise that both the risks and opportunities arising from climate change will inform future strategic and business decision making and presents risks both in terms of daily operations and long-term planning.



Scenario Analysis

Brisbane Airport undertook a climate change risk assessment (encompassing both physical and transitional risks) and developed a Climate Change Adaptation Plan based on the findings of the physical risk assessment. Climate change risks are referred to as:

a. ***Physical risks*** which relate to the impacts of climate change and can be event driven (e.g., floods, cyclones etc.) or longer-term shifts in climate patterns (e.g., sea level rise, increased temperatures etc.); and

b. ***Transitional risks*** which relate to risks and opportunities associated with transitioning to a lower-carbon economy.

The latest physical climate assessment for Brisbane Airport is based on the findings detailed in the United Nations Intergovernmental Panel on Climate Change (IPCC) Fifth Assessment Report (AR5) and Sixth Assessment Report (AR6).

The IPCC have developed four climate scenarios referred to as Representative Concentration Pathways (RCP). The RCPs outline various climate futures based on the amount of greenhouse gas concentrations within the atmosphere. RCP8.5 represents the highest global emission scenario where globally, there is little to no effort to reduce emissions. This scenario was applied to ensure Brisbane Airport's assets and infrastructure have the highest resilience to known climate change impacts.

The IPCC Sixth Assessment Report (AR6) included new scenarios referred to as Shared Social Economic Pathways (SSPs). These scenarios consider socioeconomic global changes.

The recent update to the transitional risk assessment was undertaken using the Sixth Assessment Report (AR6). The transitional risk assessment was undertaken using the IPCC RCP 1.9 (Acceleration transition) and SSPs 1 (Accelerated transition) scenario, as it represents strong mitigation efforts with early participation from all emitters followed by active removal of atmospheric carbon dioxide. The scenario summaries are detailed below.

BUSINESS AS USUAL (RCP 8.5)	ACCELERATED TRANSITION (SSPS1 – 1.9)
• High emissions scenario, continuing current carbon emissions to 2100 and beyond • Increased economic and social development coupled with exploitation of fossil fuels and resources • Physical impacts of climate change increase • No international policy, support or behavioural changes made • Considered worst case scenario	• Low emissions pathway, strong emissions reduction where global greenhouse gas emissions are cut to net zero by 2050 • Supportive international and national policies • Transition to renewable energy and less energy intensive activities • Considers most optimistic scenario



Physical Risks

Understanding the exposure to physical climate change-related risks is critical to increase resilience in Brisbane Airport's operations and infrastructure and to inform planning decisions. Physical risks resulting from climate change can be acute (event driven e.g., floods, cyclones etc.) or chronic (longer term shifts in climate patterns e.g., increased temperatures, sea level rise etc.) and lead to impacts such as direct damage to assets and services and operational disruptions.

The key physical climate change-related risks for Brisbane Airport include:

CLIMATE HAZARD	IDENTIFIED RISK
EXTREME HEAT	• Increasing temperatures and frequency of hot days resulting in degradation of hardstand assets (i.e. taxiways, aprons, pavements, roads and carparks) leading to increased maintenance expenses and shortened lifespans.
EXTREME RAINFALL AND FLOODING	• Extreme rainfall events resulting in damage or failure of road or rail infrastructure leading to staff, customers and suppliers not being able to access Brisbane Airport.
STORMS	• Storm events resulting in damage to power distribution system requiring immediate action leading to operational disruptions • Extreme storm events resulting in dangerous conditions and flight delays, leading to increased volumes of passengers within the terminal buildings and business disruption.
SEA LEVEL RISE	• Sea level rise impacts resulting in damage to or failure of infrastructure leading to operational disruptions and disruptions to the major capital works programme • Sea level rise resulting in inundation of drainage outfalls leading to increased incidence of flooding, interruptions to access and service disruption • Storm surge exacerbating the impacts of sea level rise reducing drainage immunity.

Transitional Risks

Transitioning to a lower-carbon economy may entail extensive changes to address mitigation and adaptation requirements related to climate change.

These changes are informed by an analysis of policy and market trends, both nationally and internationally. Transition drivers are external forces that facilitate these risks and opportunities. Depending on the nature, speed, and focus of these changes, transitional risks may pose varying levels of financial and reputational risk to Brisbane Airport.

Transitional risks for Brisbane Airport include:

TRANSITION DRIVER	IDENTIFIED RISK
ESTABLISHMENT OF COMPULSORY ZERO CARBON DESIGN AND BUILDING STANDARDS	• Increased exposure to future construction and expansion projects to face regulatory approval delays, non-approval, increased material costs, or costly design and planning amendments to comply with changing approval requirements or sustainable design regulations.
INCREASING SHAREHOLDER AND EMPLOYEE EXPECTATIONS ON CORPORATE CLIMATE CHANGE RESPONSE	• Increased efforts to reduce emissions will lead to increased expenditures to meet compliance or targets, reducing profit margin • Climate-related risks and opportunities across BAC's supply chain are not well understood, resulting in unforeseen disruptions and increased costs • Failure to disclose material climate-related risks may reduce shareholder confidence in BAC's risk management, leading to reputational loss, decreased confidence in senior management, and potential impacts on company valuation.
LEGAL LIABILITIES AND REGULATORY REQUIREMENTS	• Increased exposure to legal liability and potential penalties for failing to disclose material physical and transition risks, not meeting BAC's sustainability commitments, or misrepresenting climate change and sustainability performance.
UPTAKE OF ALTERNATIVE AVIATION FUELS	• Increased energy demands for electric or hydrogen-powered aircraft, leading to higher upfront and operational costs • New infrastructure or modification of existing infrastructure is required to support refuelling for hydrogen technology, resulting in increased expenditures, safety constraints, changes to operational procedures and training required for employees, contractors and airside operators • Supply shortages or delays to imported sustainable aviation fuel and/or a lack of domestic market fuel availability resulting in an inability to contribute to global sustainable aviation fuels (SAF) targets.
SHIFT IN ENERGY CONSUMPTION TO ELECTRIFICATION AND EFFICIENCY	• Increased volatility in energy pricing and reliability, leading to higher costs, potentially reducing revenues and causing operational impacts from brownouts or blackouts • Late adoption of technology resulting in lost opportunity to lower operational expenditures over the life of the asset/equipment.

Transitional Opportunities

Efforts to mitigate and adapt to climate change have potential opportunities for Brisbane Airport through resource efficiency and cost savings, the adoption of low-emission energy sources, the development of new products and services, access to new markets, and building resilience along the supply chain.

Transition opportunities for Brisbane Airport include:

TRANSITION SECTOR	IDENTIFIED OPPORTUNITY
ESTABLISHMENT OF COMPULSORY ZERO CARBON DESIGN AND BUILDING STANDARDS	• Use design and energy management tools to meet energy and emissions standards for buildings and infrastructure, resulting in reduced operational costs and improved asset valuation and performance.
SHIFT IN ENERGY CONSUMPTION TO ELECTRIFICATION AND EFFICIENCY	• Utilise new technologies to reduce energy use, emissions and associated operational expenditures • Engage tenants in investing in onsite solar power and precinct-wide sustainability initiatives, supporting their emissions reduction goals and promoting long-term leases and retention • Commercial opportunity to respond to higher electric charging requirements for electric vehicles travelling to and from Brisbane Airport.
INCREASING SHAREHOLDER AND EMPLOYEE EXPECTATIONS ON CORPORATE CLIMATE CHANGE RESPONSE	• Access new finance for technology research, development, and deployment, diversifying and growing finance stream.
UPTAKE OF ALTERNATIVE AVIATION FUEL	• Actively engage with airlines to support SAF uptake and mitigate the financial burden of SAF adoption by developing incentives for airlines, for example reducing landing fees for planes fuelled by SAF.
SHIFT IN ENERGY CONSUMPTION TO ELECTRIFICATION AND EFFICIENCY	• Increase renewable energy generation onsite through improved access to renewable technologies and declining technology costs, resulting in improved resource efficiency, reduced emissions and operational expenditure, and reputational benefits • Market Brisbane Airport as a renewable leader and increase absorption rates by providing renewable power to tenants, resulting in reputational benefits • Investigate pooling scheme mechanism for ground storage equipment to reduce volume of equipment, reducing apron traffic, optimising maintenance regimes and reducing emissions through more efficient use.
ADOPTION OF CLIMATE-RELATED POLICIES AND TARGETS	• Consider developing an internal shadow carbon price to measure the financial impact of greenhouse gas emissions, in anticipation of future prices being set, or as a way to allocate funds from the shadow price to support BAC furthering its emissions reduction efforts.

Adaptation Planning

Climate change adaptation planning at Brisbane Airport commenced in the early 2000s, largely addressing sea level rise informed by an airport-wide drainage model. This model continues to be updated and minimum development levels applied to new developments.

Integrating climate adaptation into planning and operations has continued and evolved from the basis of sea level rise and now Brisbane Airport monitors and continues to increase its adaptive capacity aligned to its risk assessment approach which is reviewed as new climate science becomes available.

BAC's Adaptation Plan outlines a comprehensive set of 14 actions to respond to physical climate risks at Brisbane Airport. The actions are categorised under five themes, which are:

Theme 1:

Building the baseline on climate data

Theme 2:

Incorporating climate data into strategic and operational decisions

Theme 3:

Implementing climate actions in design and planning

Theme 4:

Implementing climate actions in operations and maintenance

Theme 5:

Engaging with key external partners

This 2026 Master Plan incorporates several initiatives relating to Theme 3 particularly within the Development Objectives and Design Framework, the Ground Transport Plan and the Services and Utilities Plan. Continued implementation of the initiatives under all themes will contribute to BAC's climate resilience. The Adaptation Plan has been designed to be revised and updated regularly in line with new climate science as it is released by the IPCC.

CHAPTER

05

Aviation Forecasts

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Aviation Demand

Brisbane Airport's plans are influenced by the demand for air travel, which, in turn, is heavily influenced by population growth.

Aviation forecasting involves projecting levels of passenger numbers and aircraft movements for the coming decades. These forecasts are regularly monitored to understand how future patterns of growth may occur and inform the need and timing of new or expanded airport infrastructure. Forecasting is critical to ensure the future needs of airlines and passengers are met.

Approach to forecasting

Aviation forecasting starts with actual (historic) passenger numbers and applies detailed industry intelligence to derive both short and long-term forecasts.

Figure 5.1 and Figure 5.2 set out the passenger and aircraft movements at Brisbane Airport since 1997. Short-term passenger forecasts are based on current knowledge of airline operations including aircraft fleet, seat capacity and load factor assumptions and are largely influenced by existing airline commercial agreements. Typically, the accuracy of short-term forecasts diminishes after 2-3 years and so forecasting transitions to a longer-term perspective of up to 20 years.

The size of the population an airport supports has a direct influence on the demand for air travel. The Queensland population forecasts underpin passenger and aircraft movement forecasts for Brisbane Airport. Table 5.1 sets out the most recent forecasts released by the Queensland Government.

Long-term forecasts

Long-term passenger forecasts influence the timing of terminal and airfield investment. Long-term passenger and aircraft movement forecasts are developed using economic models considering global, national and local factors as well as forecasts of airline and fleet activity. Some of the key factors that are considered when setting long-term aviation forecasts include:

- Population growth
- The proportion of population in the airport catchment born overseas
- The frequency, reliability and quality of current airline services at the airport
- The variety (quality, product attributes) of destinations offered
- Tourism promotion by governments, airlines and industry bodies
- The incomes of travellers and levels of consumer confidence
- Consumer trends and available time for travel
- The process of air travel including the ground component of travel.

Long-term forecasts form the basis of planning for this Master Plan. Globally, aviation is set to continue to grow despite needing to evolve in response to emerging technologies, potential supply chain issues of next generation fleet, the shift to sustainable fuel supplies and labour market shortages.

While world events have affected the aviation industry in the recent past (most notably the COVID-19 pandemic), airline services to and from Brisbane Airport have largely returned, and in some cases increased, since 2020.

Queensland is growing.

Brisbane Airport's passenger growth is strongly influenced by population growth.

FIGURE 5.1: ANNUAL PASSENGER DATA SINCE 1997

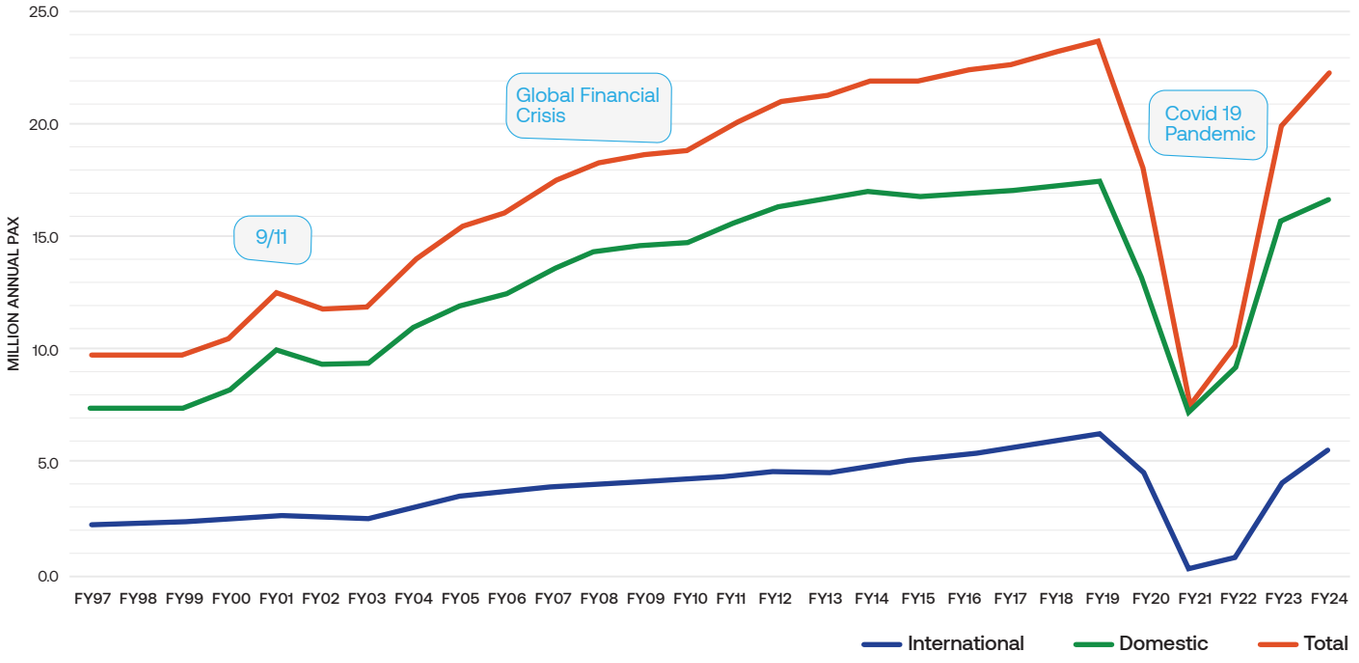


FIGURE 5.2: ANNUAL AIRCRAFT MOVEMENTS SINCE 1997

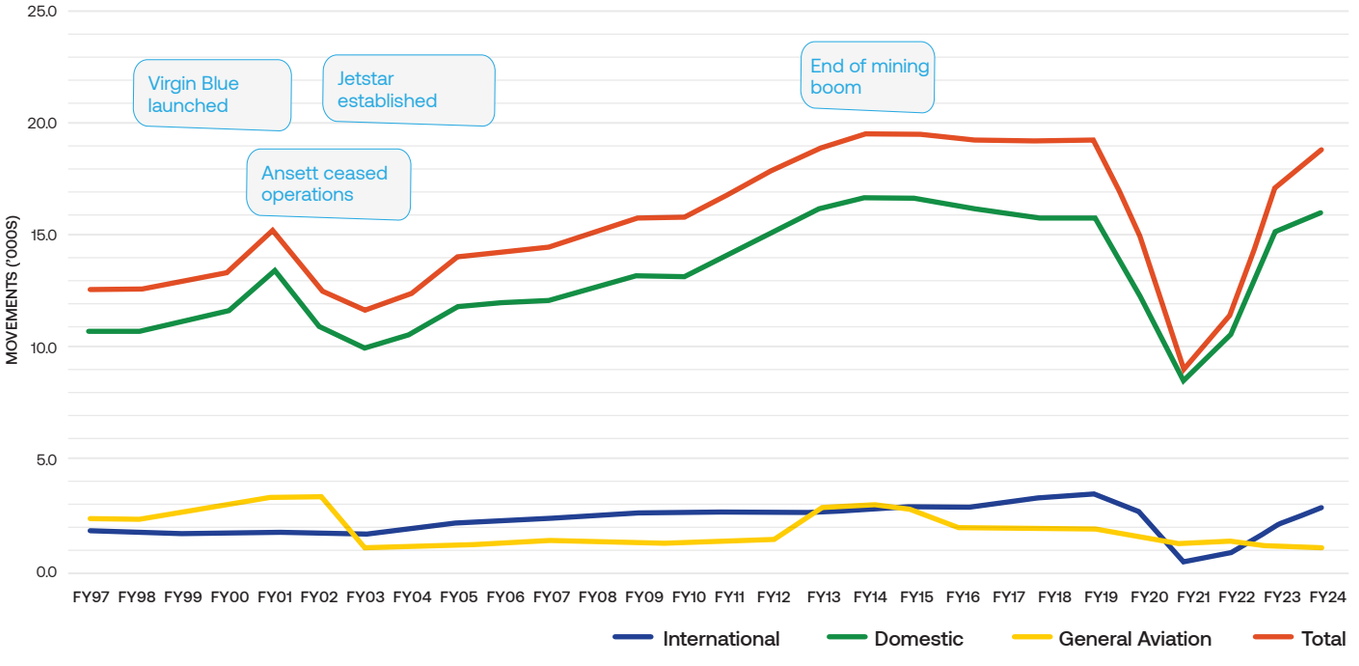
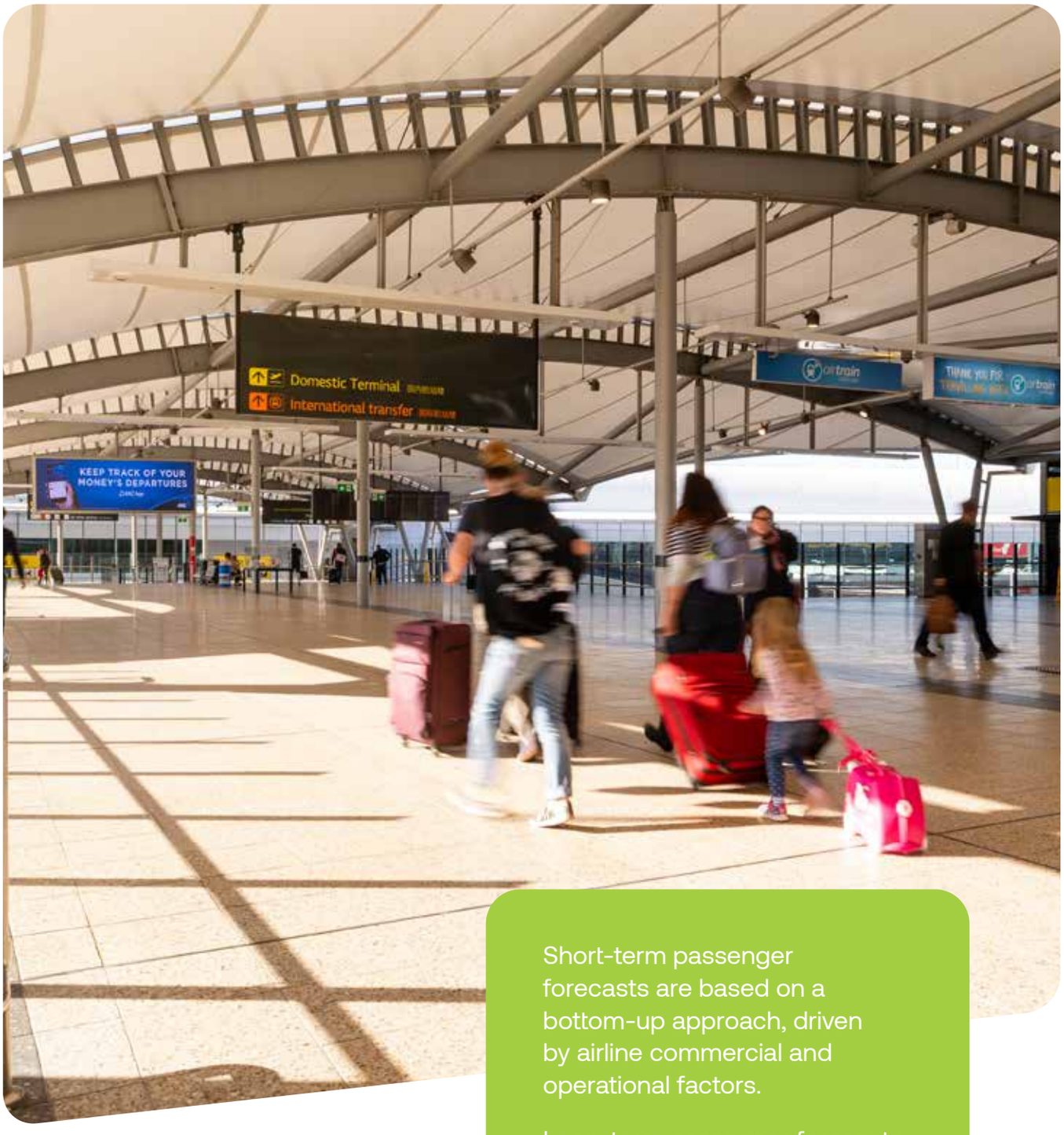


TABLE 5.1 QUEENSLAND POPULATION PROJECTIONS (MILLIONS)

	2026	2032	2046
GREATER BRISBANE	2.8	3.0	3.7
REST OF QUEENSLAND	2.8	3.0	3.5
TOTAL	5.6	6.0	7.2

Source – Queensland Government Statistician's Office – Population Projections 2023 Edition.

Aviation Forecasts



Short-term passenger forecasts are based on a bottom-up approach, driven by airline commercial and operational factors.

Long-term passenger forecasts are a top-down method to consider regional demographic and economic factors which may influence air travel demand.

Long-Term Annual Forecasts

A significant driver of passenger growth at Brisbane Airport is expected to be the continued growth of the leisure travel market. In contrast, while passengers traveling for business will remain as a core passenger segment, its growth in the medium-term is expected to be at a slightly lower rate than what was anticipated five years ago. Fleet renewal in the longer term is also reflected in these growth forecasts as emerging aircraft typically have longer ranges, meaning new city connections and markets can be realised.

In addition, the Domestic forecasts also consider

- Anticipated delivery of next generation aircraft from 2032 onwards, and
- Supply of additional capacity at other Australian airports will be realised as new infrastructure including terminals and runways are commissioned.

Additional influences of long-term passenger forecasts for international travel include

- Short-term airline responses to suppressed demand from the post-COVID 19 market
- Short and medium term growth of the China market is anticipated in the next three to five years, and
- The long-term maturing of international markets from 2031 onwards.

Building on this and consdering the issues which influence a person's decision to travel, the following tables set out the passenger forecasts and associated aircraft movements over the next 20 years.

TABLE 5.2: PASSENGER FORECASTS (MILLIONS)

PASSENGERS	2026	2032	2046
DOMESTIC	18.4	24.5	35.0
INTERNATIONAL	7.3	10.3	17.3
TOTAL PASSENGERS	25.7	34.8	52.3

TABLE 5.3: AIRCRAFT MOVEMENT FORECASTS (THOUSANDS)

AIRCRAFT MOVEMENTS	2026	2032	2046
DOMESTIC	161.6	198.7	273
INTERNATIONAL	38	49.3	81.1
GENERAL AVIATION	25.8	25.9	27.7
TOTAL MOVEMENTS	225.4	273.9	381.8



General Aviation

General aviation is a broad term used to cover a range of aircraft operations that are not commercial regular passenger traffic services. Typically, general aviation at Brisbane Airport comprises a range of aircraft operations such as aeromedical flights, dedicated cargo and freight operations, charter, government and military flights or private leisure and business travel.

It's through general aviation that many regional communities depend on Brisbane Airport for intrastate, interstate and international connectivity for medical services or business.

Relative to all aircraft movements, general aviation currently accounts for approximately 10 per cent of movements (approximately 26,000) per year at Brisbane Airport. Of that number, more than 90 per cent comprise charter, freight, and aeromedical flights with a strong connection to regional Queensland.

General aviation operations range from a low volume flight that carries a significant operational impact (such as medical emergency flights) or a higher volume of flights that may have limited operational impacts (such as seasonal charter flights). Given the varied operations that fall under general aviation at Brisbane Airport, long-term forecasting of general aviation trends can be less accurate than regular passenger transport flights due to the inherent variability in operations.

The approach to forecasting long-term growth of general aviation at Brisbane Airport is based on assessing actual general aviation movements combined with population trends in regional Queensland. As set out in Table 5.3, modest growth in general aviation traffic is anticipated at Brisbane Airport with forecast movements reaching approximately 28,000 movements per annum by 2046.

Air Freight Activity

Brisbane Airport plays a vital role in Queensland's cargo and freight network by facilitating essential cargo activity and connecting regional Queensland to the world. Across all international airports in Queensland, Brisbane Airport processes approximately 95 per cent of all air freight. Air freight is used predominantly to move high-value, time-sensitive perishable items that customers need urgently. Common airfreight processed through Brisbane Airport includes meat, seafood and vegetable products.

International airfreight processed through Brisbane Airport is moved predominantly through passenger aircraft with most imports originating from Europe, United States of America and China. In terms of international export destinations, Asia and the Middle East are the largest markets.

Domestic airfreight processed through Brisbane Airport is carried by a mix of passenger aircraft services and dedicated freighter aircraft. Dedicated freighter aircraft underpin the overnight express freight network across eastern Australia. Freighters operating through Brisbane Airport connect regional Queensland and northern Australia with the southern capital cities and vice versa.

The predominant use of passenger aircraft to transport freight is expected to continue. Brisbane's role in the Australian overnight freight network is expected to continue. In the medium term, the current freight aircraft will retire and be replaced with current passenger aircraft as next generation passenger aircraft commence services, likely from the early 2030s onwards.



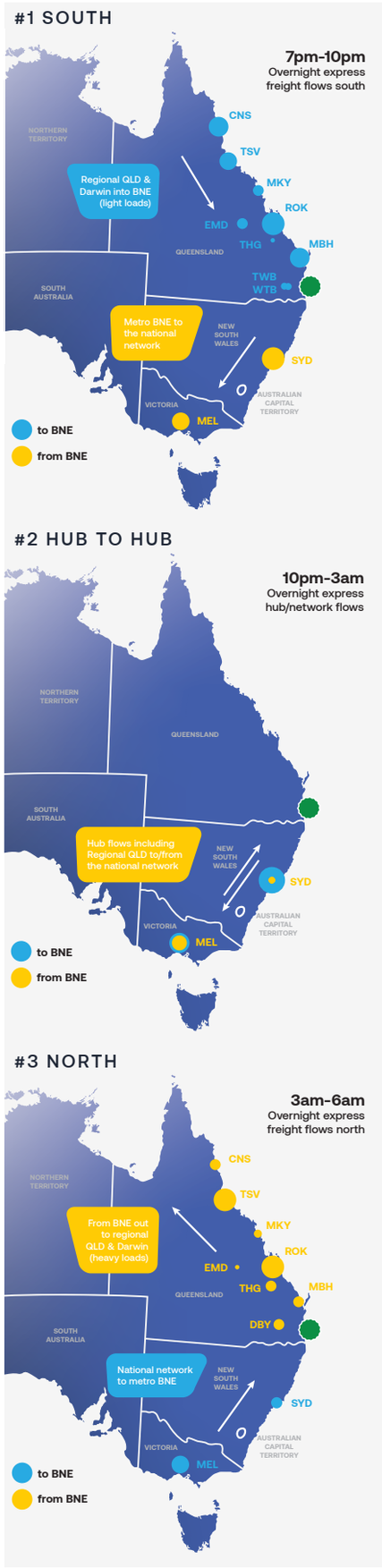
Brisbane Airport represents

10%

of exports and

8%

of imports via Australian airports



Busy Hour Forecasts

Busy hour forecasts outline the anticipated design operating demand, based on the number of passengers and aircraft arriving and departing.

Busy hour forecasts represent a typical busy hour of operation. They are used to inform the design and size of passenger terminals and associated aircraft parking aprons, as well as airfield, road, and utility infrastructure at Brisbane Airport.

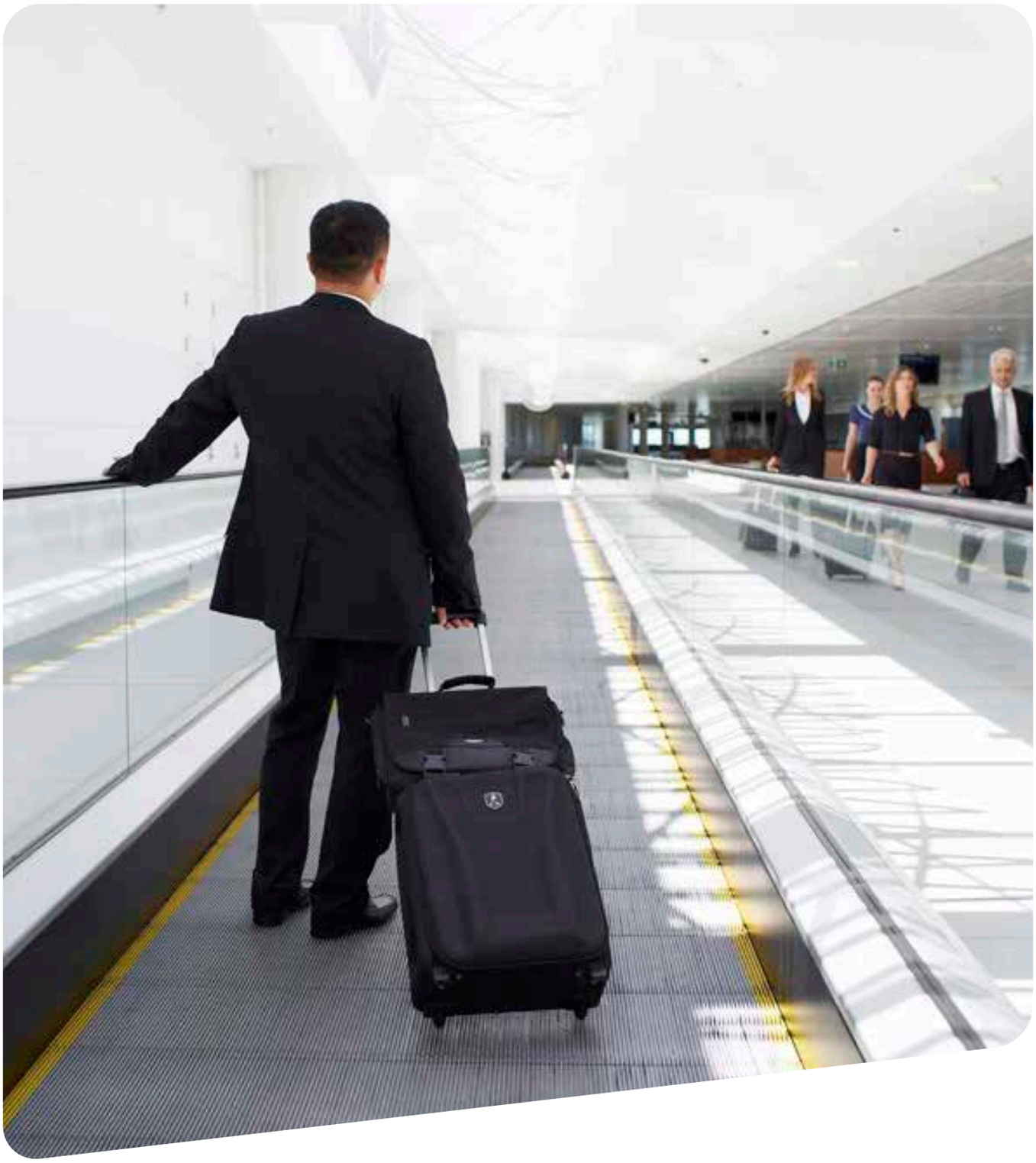


TABLE 5.4: BUSY HOUR PASSENGER FORECASTS

		2026	2032	2046
DOMESTIC	ARRIVING	3,100	3,800	4,900
	DEPARTING	3,700	4,500	5,800
INTERNATIONAL	ARRIVING	2,300	2,900	4,000
	DEPARTING	2,300	3,000	4,000

TABLE 5.5: FORECAST STAND DEMAND

			STAND DEMAND	
	AIRCRAFT CODE	2026 – EXISTING CAPACITY	2032	2046
DOMESTIC				
REGIONAL	Up to Code C	11	77	105
MAJOR CITIES	C	48		
	E	3	0	0
TOTAL DOMESTIC STANDS		62	77	105
INTERNATIONAL				
SHORT HAUL	C	Up to 26	11	17
LONG HAUL	E	Up to 13	19	30
	F*	6	2	5
TOTAL INTERNATIONAL STANDS		19 (including 7 code E/F MARS** stand)	32	52

** Includes B777X with folding wingtips.*

*** Multiple Aircraft Ramp System (MARS) configurations can accommodate either one wide body or two narrow body aircraft.*

CHAPTER

06

Planning and Development Framework

How Brisbane Airport is Planned 72

How Brisbane Airport is planned

Brisbane Airport is planned with a strategic, long-term approach to accommodate future demand for aviation services and facilities and ensure sustainable development. Under the *Airports Act 1996* (Airports Act), the Commonwealth Government regulates all planning and development activities at Brisbane Airport.



Planning and Development Framework

Commonwealth

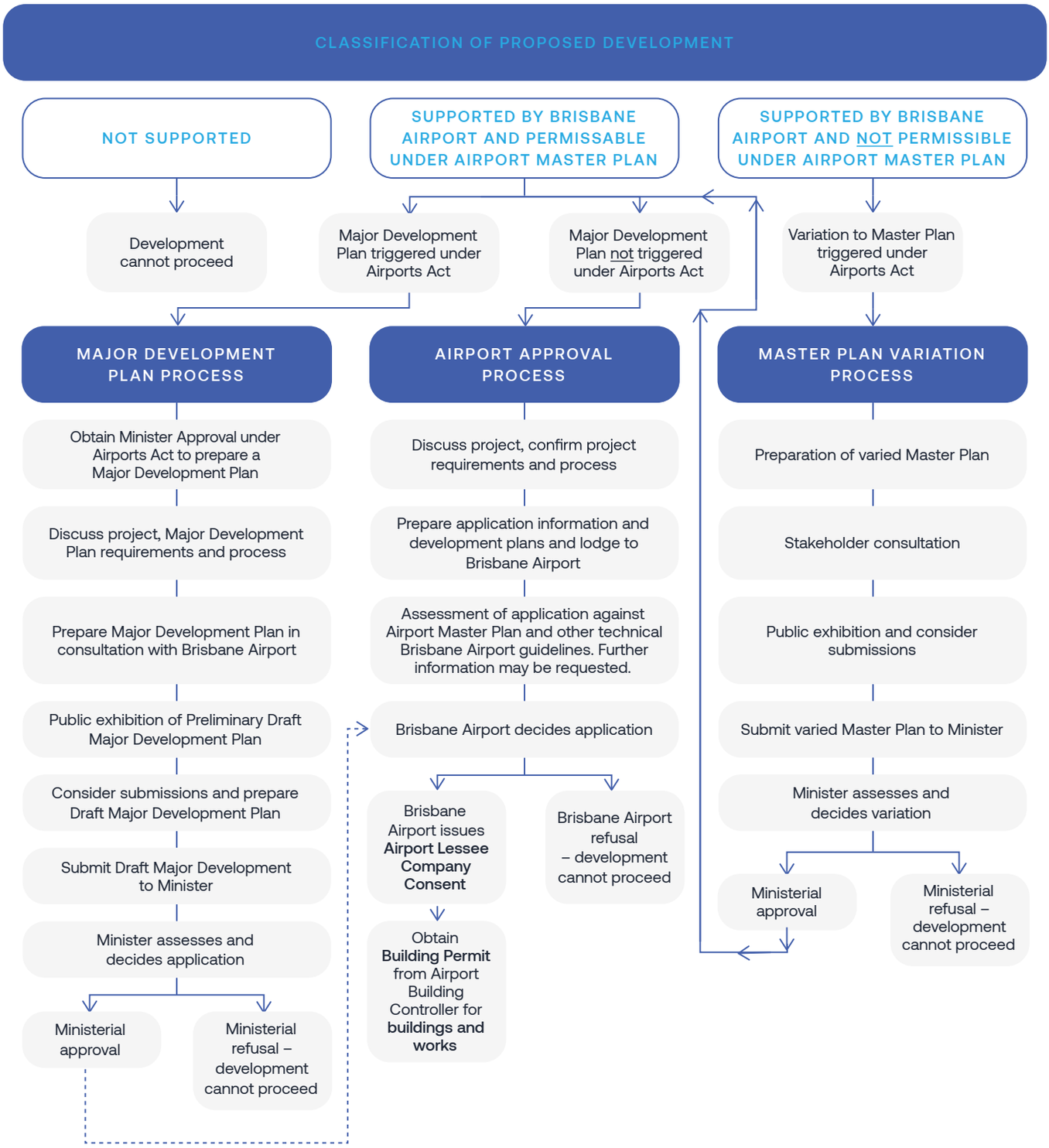
Airports Act 1996

As a federally leased airport, land use planning and development is principally governed by the framework set out by the Airports Act.

All development proposals at Brisbane Airport are subject to an approval process that ensures that the Master Plan (including the Airport Environment Strategy), Airports Act and all other applicable legislative requirements are considered before granting a development approval.

The planning and development process under the Airports Act is illustrated in Figure 6.1.

FIGURE 6.1: STATUTORY PLANNING PROCESS







Major Development Plans

A Major Development Plan (MDP) is required for those projects which constitute 'major airport development' (as defined under Part 5 of the Airports Act). This includes developments such as new or extended runways, new or extended passenger terminals, buildings or infrastructure projects where the cost of construction exceeds a particular cost threshold.

An MDP is also required for any development likely to have significant environmental, ecological or community impacts.

As with the Master Plan, the Airports Act sets out the matters to be addressed in an MDP, including the objectives of the proposed development, a detailed outline of the proposed development and an assessment of the likely environmental impacts (and the measures for managing those impacts).

Draft MDP documentation is subject to a public comment period (typically 60 business days unless a shorter period is approved by the Minister) allowing community feedback. A draft MDP must be consistent with the the current Master Plan for the airport. The draft MDP requires approval from the Commonwealth Minister responsible for the Airports Act.

Environmental Management

This Master Plan highlights that Brisbane Airport will experience continued growth and development over the next 20 years. Critical to the successful achievement of balancing the built and natural environments, BAC will continue to implement an environmental management framework across all activities which is set out in the 2026 Airport Environment Strategy.

In addition to working with Government and stakeholders to ensure that all construction and development activities on site are compliant with planning regulations, BAC also has clear guidelines in place to ensure that new construction activity aligns with BAC's Environmental Management System. Where any new construction is proposed, the Airport Environmental Strategy requires that all developments undergo an environmental assessment.

Building Approvals

For federally leased airports in Australia, all developments must adhere to formal building approvals under the Airports (Building Control) Regulations 1996 (unless exempt).

The building approval process is managed by the Airport Building Controller (ABC), who is appointed by the Commonwealth Government and is independent of BAC. The ABC ensures compliance with the Airports Act, the Airport Master Plan, the Building Code of Australia (to the extent relevant), and other applicable regulations. BAC, as the airport-lessee company, must formally consent to any building application before it is lodged with the ABC.

Sensitive Developments

Section 71A of the Airports Act requires an Airport Master Plan to identify any proposed 'sensitive developments'. 'Sensitive developments' are defined as a development (or redevelopment) that increases the capacity of a residential dwelling, community care facility, preschool, primary, secondary, tertiary, or other education institution or hospital.

A sensitive development does not include an aviation educational facility, accommodation for students studying at an aviation educational facility at the airport, a facility with the primary purpose of providing emergency medical treatment that does not have inpatient facilities, or a facility with the primary purpose of providing in-house training to staff, or an organisation conducting operations at the airport.

Sensitive developments are prohibited on federally leased airports including Brisbane Airport, except in exceptional circumstances and require Ministerial approval of an MDP for the proposed development.

The Land Use Plan (Chapter 9) provides for the delivery of childcare centres within key zones where the delivery of high employment generating land uses is planned. These zones include Major Centre and Mixed Use.

The retention of this land use is consistent with previous versions of the Brisbane Airport Master Plan and aims to support the delivery of necessary support services in key locations on airport. This approach is consistent with Land Use Planning directions of the Queensland State Government expressed in "Know Your Zone" published by the Department of State Development, Infrastructure, Local Government and Planning. This publication is used by Queensland Government Agencies in the development of planning instruments. The policy identifies Major Centres and Mixed Use zones as suitable for the delivery of childcare centres.

Planning and Development Framework



State and Local Planning Frameworks

An Airport Master Plan should, where possible, describe land use, zoning and development in equivalent detail and using terminology consistent with Queensland planning, zoning and development legislation.

This section outlines the relevant state and local planning instruments in Queensland relevant to Brisbane Airport.

State Planning Framework

Planning Act 2016

The *Planning Act 2016* (Planning Act) sets out the framework for Queensland's planning system, supported by additional legislation, including regulations and planning instruments, which guide planning and development assessment. The Planning Act is designed to create an efficient and accountable system for land-use planning and development assessment, promoting ecological sustainability while balancing:

- The protection of ecological processes and natural systems at local, regional, state and national levels
- Economic development
- The cultural, economic, physical and social wellbeing of Queenslanders.

The Planning Act also provides the Planning Minister with powers that can be enacted in response to matters that relate to state interests.

State Planning Policy

The State Planning Policy (SPP) outlines 17 State interests in land use planning and development. Promotion of state interests through the plan making and development decisions of both state and local government is designed to help secure a liveable, sustainable and prosperous Queensland.

The SPP identifies strategic airports and aviation facilities as one State interest. The SPP identifies Brisbane Airport as a critical airport, serving important aviation, tourism, development and economic functions. The SPP expressly supports the ongoing expansion of critical airports to enable economic growth through the creation of jobs and economic opportunity, increased trade and distribution of goods, provision of specialist services and to enable the easy movement of people into and out of Queensland.

The strategic airports and aviation facility SPP is integrated in the local planning scheme, with the exception of the building restricted areas, where *building restricted area means the airspace surrounding an aviation facility within which development (including activities associated with the development) is restricted in order to protect the functioning of the aviation facility.*

Brisbane Airport works with state and local government to ensure development does not impact on the safe and efficient operation of these facilities.



Shaping SEQ – South East Queensland Regional Plan 2023

Shaping SEQ is the statutory Regional Plan for the South East Queensland Region, providing a framework to manage growth, change, land use and development. It is designed to do this by reflecting the State's interests and guiding local planning instruments responsible for delivering good land use outcomes.

Shaping SEQ identifies that regional growth by 2046 will:

- Require delivery of on average 34,500 new homes per year
- Grow by an average of 1,600 new people a week, contributing to cumulative population growth of a project 2.2 million people by 2046
- Require an additional 973,000 new jobs.

Shaping SEQ establishes the Australia Trade Coast Region as a global gateway to Asia and beyond, facilitated by port and airport operations and associated freight networks. Brisbane Airport is identified as one of the major airports supporting the city's strategically important role as Australian's eastern global gateway to the Australia Trade Coast Region.

This Master Plan closely aligns with the intent of Shaping SEQ. It builds on this vision and moves Brisbane Airport towards becoming a self-sustaining centre through development for business and leisure that supports the SEQ Regional Plan's intent to sustainably grow while becoming a globally competitive region.

The Master Plan sets out the projected delivery of developed land across Brisbane Airport for the initial planning period in Chapter 10 Precinct Planning. The Master Plan supports the sustainable growth of the region by setting out efficient transport connections to allow the movement of goods, services and people into and throughout the region.

Local Planning Framework

Brisbane City Plan 2014

Brisbane Airport has a direct interface with Brisbane City Council local government area. The Brisbane City Plan 2014 (City Plan 2014) is the local planning scheme administered by Brisbane City Council that guides and informs development across Brisbane.

The City Plan 2014 identifies and zones Brisbane Airport as "Special Purpose (Airport)". The purpose of the Special Purpose Zone is to protect public facilities and infrastructure and to ensure that incompatible uses do not encroach on the public facilities and infrastructure.

The City Plan 2014 identifies Brisbane Airport as a key centre of economic activity and a crucial gateway to the city for passengers and freight. The Plan envisages continued development of Brisbane Airport through uses complementary to the airport's passenger, freight, logistics and aviation industry focus.

The City Plan 2014 also acknowledges the need for land uses in proximity to the airport to be compatible with airport operations and acknowledges the varied opportunities for industries to leverage off transport, freight and passenger infrastructure networks.

Working in alignment with the Brisbane City Council, this Master Plan considers the further development of Brisbane Airport to become a self-sustaining centre and a key enabler of Brisbane's transformation into a new world city.

The City Plan 2014 also includes planning provisions through its airport environs overlay code to ensure development protects the safe and efficient functioning of the airport, aviation facilities as well as the public safety near airport runways and in the vicinity of Brisbane Airport.



Other Regulatory Instruments

In addition to the Airports Act, other legislation relevant to the regulation and management of Brisbane Airport includes:

- Airports Regulations 2024
- Airports (Building Control) Regulations 1996
- Airports (Control of On-Airport Activities) Regulations 1997
- Airports (Environment Protection) Regulations 1997
- Airports (Ownership) Regulations 2024
- Airports (Protection of Airspace) Regulations 1996
- *Airspace Act 2007*
- *Aviation Transport Security Act 2004*
- *Civil Aviation Act 1988*
- *Environment Protection and Biodiversity Conservation Act 1999*
- Environment Protection and Biodiversity Conservation Regulations 2000.

Government Partners

Brisbane Airport values its strong relationships with governments at a local, state and federal level. These relationships are essential for coordinating land use planning, transport infrastructure and environmental management amongst others.

Engagement with government partners on planning matters facilitated through the Brisbane Airport Area Round Table, a forum that operates twice a year and is attended by all levels of government and key aviation agencies. Secondary forums with government partners also operate to discuss more targeted issues, including:

- Planning and major airport projects: Bilateral meetings with planning departments from Brisbane City Council and Queensland Government
- Ground transport: Brisbane Airport Transport Stewards and the Brisbane Airport Transport Executive Sponsorship committees comprised of transport representatives from Queensland Department of Transport and Main Roads and Brisbane City Council
- Aircraft noise: Brisbane Airport Airspace Advisory Board.



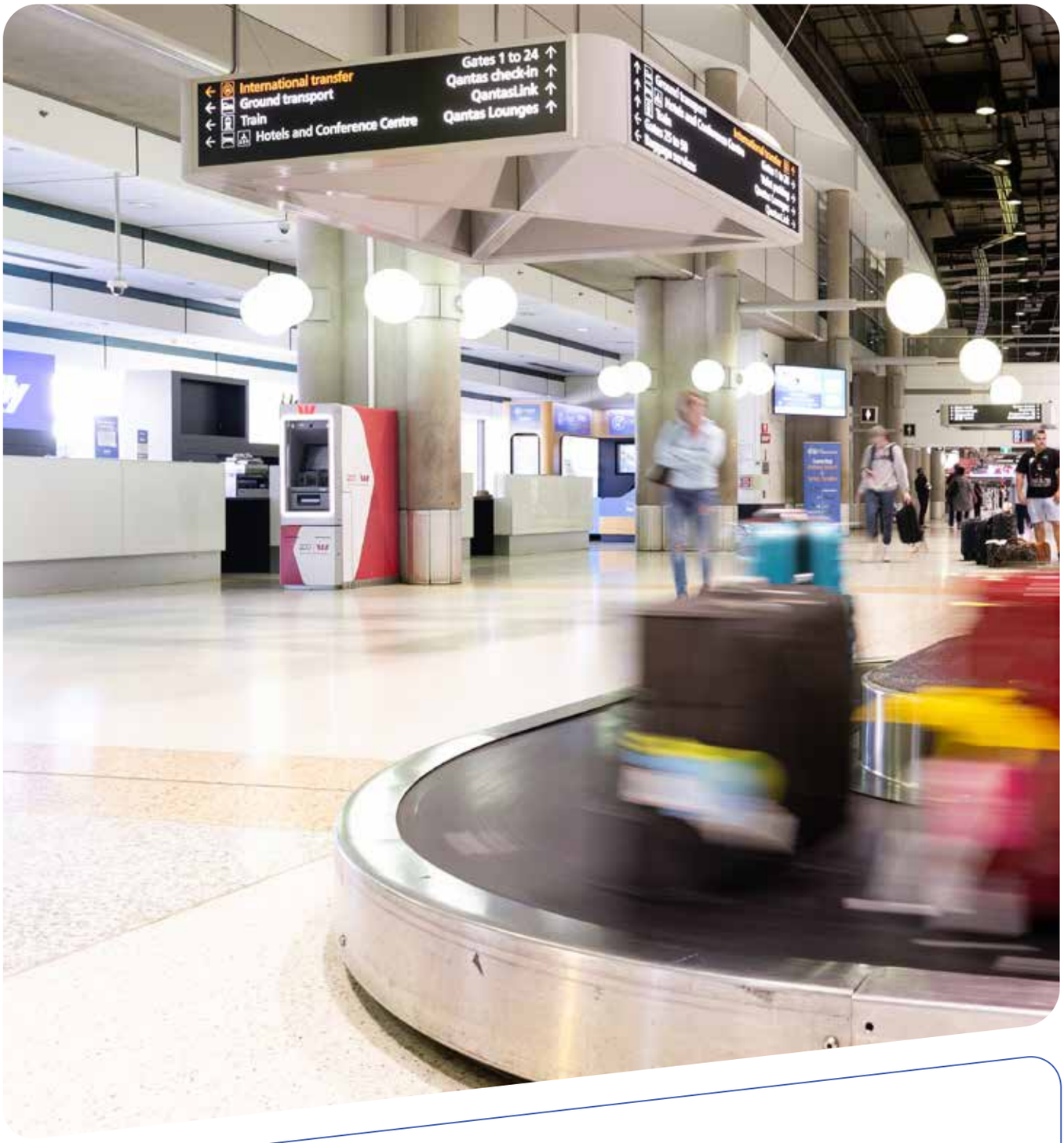
CHAPTER

07

Airport Safeguarding

Airport Safeguarding 83

Airport Safeguarding



Aviation operations are carefully regulated to guarantee the highest possible level of safety for the travelling public.

Airport Safeguarding

Airport safeguarding refers to a range of measures implemented by governments and airport operators across Australia to maintain safe and efficient aviation operations. Principally, safeguarding measures are focused on achieving a balance between optimising airport operations and growth whilst supporting development to ensure safety, security and amenity for both airport users and local communities.

As Brisbane continues to grow, Brisbane Airport, developers, local communities and regulators face an increased challenge of balancing the continued operational growth of the airport – reliant on maintaining an airport operating environment as free as practical from obstacles that might impede current and future aircraft operation – with the need to ensure the delivery of jobs and homes connected to urban centres.

The measures to protect aviation operations and airspace around airports are principally established through:

- Commonwealth legislation and declarations of prescribed airspace under the Airports Act and the *Airports (Protection of Airspace) Regulations 1996 (Airspace Regulations)*
- State and local planning instruments that regulate land use planning and development off airport
- Policies and guidelines, such as the National Airport Safeguarding Framework (NASF) that provide guidance for risk management and decision-making processes.

An essential element of this Master Plan is to ensure that Queensland's largest and busiest airport can continue to operate safely and efficiently, and that constraints necessary to maintain aviation operations are understood and recognised in planning frameworks.



Airport Safeguarding



Airspace Protection Regulations

The Airports Act and associated Airspace Regulations are the primary legislative control mechanisms for airspace protection across Australia. The Airspace Regulations establish a system for the protection of airspace at, and around, the airports regulated under the Airports Act, in the interests of the safety, efficiency, or regularity of existing or future air transport operations into or out of airports. The 'prescribed airspace' for Brisbane Airport was most recently updated by the Commonwealth Government in July 2024 and is made up of:

- The Obstacle Limitation Surface and Procedures for Air Navigation Services – Aircraft Operations (OLS and PANS-OPS) surfaces, and the airspace above those surfaces, for existing and future air transport operations into and out of Brisbane Airport
- Any additional airspace that has been declared under the Airspace Regulations by the Secretary of the Department responsible for the Airports Act, including surfaces associated with radar systems, aviation navigational aids and airfield major lighting installations.

Airservices Australia is currently undertaking a flight path review program as part of the Noise Action Plan for Brisbane. There may be future changes to prescribed airspace as a result of its implementation, however these cannot be determined until outcomes of the Noise Action Plan are known and therefore this Master Plan is based on current flight paths in operation today.

The Airports Act sets out activities which would result in an intrusion into the prescribed airspace or adversely affect airspace operations around Brisbane Airport (referred to as 'controlled activities'). Controlled activities can include building construction, operating cranes, and activities that cause a structure to intrude into the prescribed airspace. Airspace Regulations apply to both on-airport and off-airport developments and identify when approval is required from the Commonwealth Government for 'controlled activities'.

The Airspace Regulations provide a mechanism for the approval of applications to carry out 'controlled activities' if certain criteria are satisfied. Where proposed 'controlled activities' do not comply with the criteria set out in the Airspace Regulations, they cannot be approved.

To support the protection of aviation operations and airspace and assist with the identification of 'controlled activities' for off-airport development, the prescribed airspace (OLS and PANS-OPS) surfaces are included under the Airport environs overlay mapping of the City Plan 2014. If an off-airport development is proposed to penetrate or create any physical obstruction into the protected airspace, advice from Brisbane Airport must be sought. Brisbane Airport will facilitate the assessment of the proposed activity and coordinate with the relevant authorities as required. Applications for activities that infringe the protected airspace of Brisbane Airport may be referred to Airservices and/or the Civil Aviation Safety Authority (CASA) for review before being submitted to the Commonwealth Government for approval.


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Airport Safeguarding

National Airports Safeguarding Framework

The National Airports Safeguarding Framework (NASF) in Australia provides a set of seven principles and nine guidelines aimed to enhance the current and future safety, viability and growth of Australian aviation operations, while managing potential impacts on surrounding communities and environments.

Overall, NASF aims to do this through supporting and enabling:

- The implementation of best practice in relation to land-use assessment and decision making in the vicinity of airports
- Assurance of community safety and amenity near airports
- Better understanding and recognition of aviation safety requirements and aircraft noise impacts in land-use and related planning decisions
- The provision of greater certainty and clarity for developers and landowners
- Improvements to regulatory certainty and efficiency
- The publication and dissemination of information on best practice in land use and related planning that supports the safe and efficient operation of airports.

NASF is designed to be a resource used by land use planners and airport operators. The purpose of NASF is to ensure that development on-airport and off-airport is carefully managed, minimises risks and protects the safety and operational efficiency of Brisbane Airport. The implementation and efficacy of NASF is reviewed by the National Airports Safeguarding Advisory Group (NASAG). NASAG undertake reviews of the existing framework under the guidance of all levels of government, taking into account:

- Existing Commonwealth, state and territory responsibilities, legislation and regulatory processes
- Local conditions and circumstances
- The need for efficiency, effectiveness and appropriate risk management
- Provision for evaluation and review of regulatory arrangements over time to accommodate changing circumstances and technologies.

Brisbane Airport has incorporated all aspects of NASF into this Master Plan to guide development on-airport. For off-airport development, the NASF is implemented through the State Planning Policy and elements are integrated into the City Plan 2014 via the Airport Environs overlay. BAC works closely with Brisbane City Council to ensure planning decisions have due regard to the NASF during the development assessment process.

Guideline A: Aircraft Noise

This guideline provides guidance on the management of aircraft noise around airports, including assessing the suitability of developments. It identifies the range of noise metrics, including the Australian Noise Exposure Forecast (ANEF) and frequency-based noise metrics that may be used to provide comprehensive and understandable information on aircraft noise for communities.

NASF identifies that while the ANEF is a widely adopted land use planning tool, there is merit in utilising a range of noise measures and tools, including the 'Number Above' or 'N' contours in conjunction with the ANEF system. NASF suggests the following N contours be used in conjunction with the ANEF.

- 20 or more daily events greater than 70 dB(A)
- 50 or more daily events of greater than 65 dB(A)
- 100 events or more daily events of greater than 60 dB(A)
- 6 or more events of greater than 60 dB(A) between the hours of 11pm and 6 am.

Chapter 12 of this Master Plan sets out the ANEF and the range of supplementary noise metrics set out above.

Guideline B: Managing Building Generated Windshear and Turbulence

Windshear refers to changes in wind speed and/or direction between two points. Development in close proximity to runways can result in building generated windshear and turbulence, which can influence the operational efficiency, capacity and safety of an airport. This guideline relates to managing the risk of introducing building-generated windshear and turbulence around runway ends. It is based on establishing assessment trigger areas which then inform building heights and setbacks from runways with the intent to minimise building generated windshear and turbulence.

BAC manages the risk of building generated windshear and turbulence in the vicinity of runways consistent with the standards reflected within this guideline and if further assessment is required, further site specific modelling is undertaken to assess the specific characteristics of a development proposal. Figure 7.1 sets out the wind shear assessment trigger areas at Brisbane Airport.

Where windshear assessment trigger areas extend beyond the boundary of Brisbane Airport, BAC will engage with Brisbane City Council to ensure the incorporation of appropriate management responses to proposed developments.

Guideline C: Managing Wildlife Strike Risk

Wildlife hazards have the potential to cause major damage to aircraft, representing a major risk to safety. Consideration of that risk is critical in land use planning and development decisions in the vicinity of the airport.

This guideline establishes a graduated zone approach to land on and surrounding Australian airports. Each of the zones has an associated risk hierarchy guiding land use zoning and development approval decisions.

Brisbane Airport is surrounded by areas attractive to wildlife, especially birds. BAC manages the risk of wildlife hazards through its Wildlife Hazard Management Plan. This plan identifies the risk wildlife poses to aircraft operations, setting objectives, performance indicators, and procedures for risk management. Wildlife strike zones form part of Brisbane Airport's Wildlife Hazard Management Plan which are summarised in Figure 7.2.

Brisbane City Plan 2014 also incorporates the wildlife strike zones under the Airport environs overlay, ensuring land use and development decisions have regard to minimising bird strike risk.

FIGURE 7.1: WIND SHEAR ASSESSMENT ENVELOPE

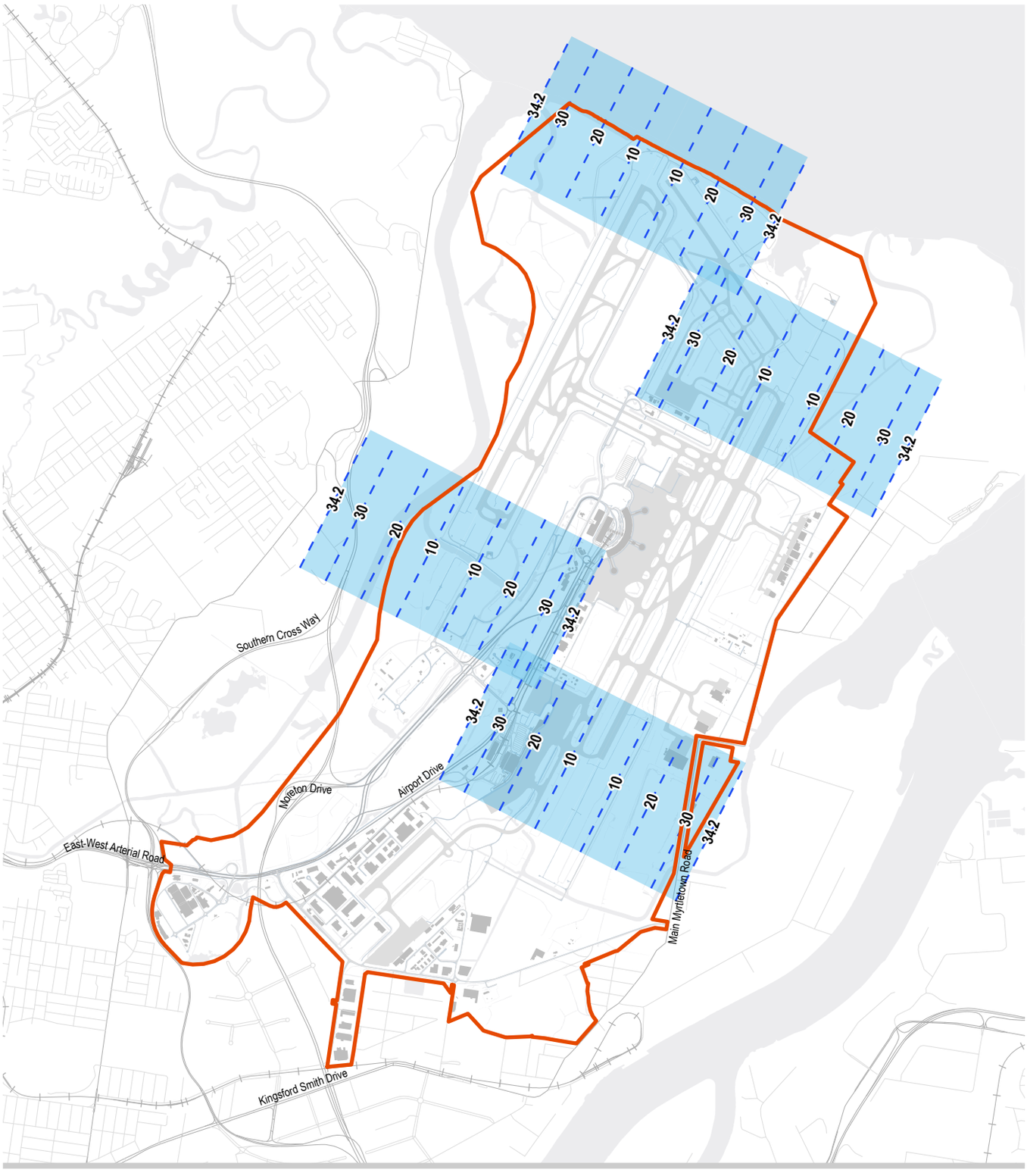
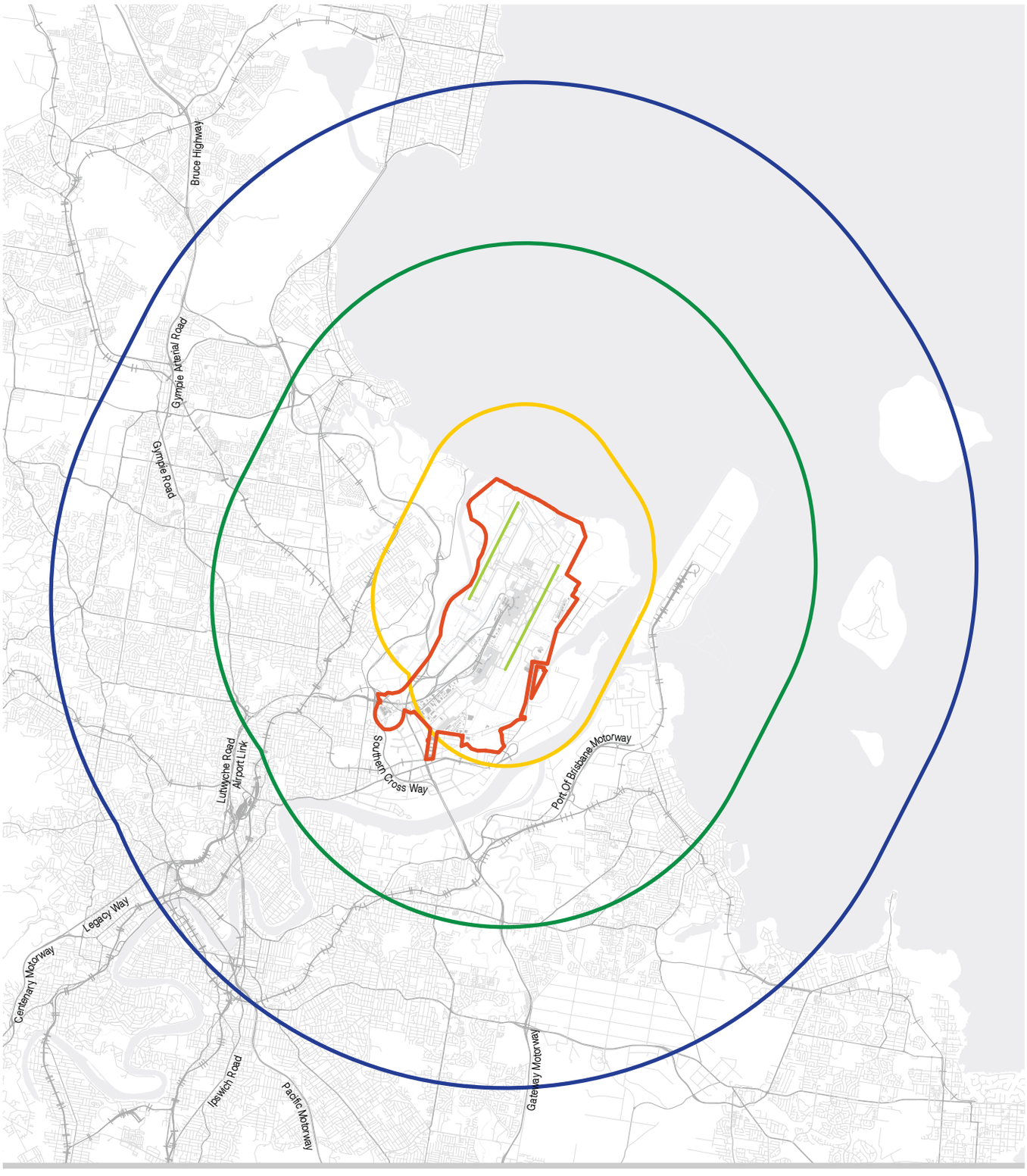


FIGURE 7.2: WILDLIFE HAZARD ZONES





Guideline D: Managing Wind Turbine Risk to Aircraft

Wind farms can be hazardous to aviation due to the height of wind tower and turbine potentially interfering with low flying aircraft.

Furthermore, wind towers can impact the performance of Communication, Navigation and Surveillance equipment. It is for these reasons that this guideline is to be used by land use planning decision makers and developers to jointly address the risk to aviation arising from the development and operation of wind farms or towers.

This guideline is applicable for the siting of a wind farm or single tower within 30 km of an airport and the proponent would need to consult with CASA and Airservices regarding the development.

There are no plans to develop wind farms or towers within the boundary of Brisbane Airport and therefore this guideline is not applicable to proposed development at Brisbane Airport.

Guideline E: Managing Pilot Lighting Distraction

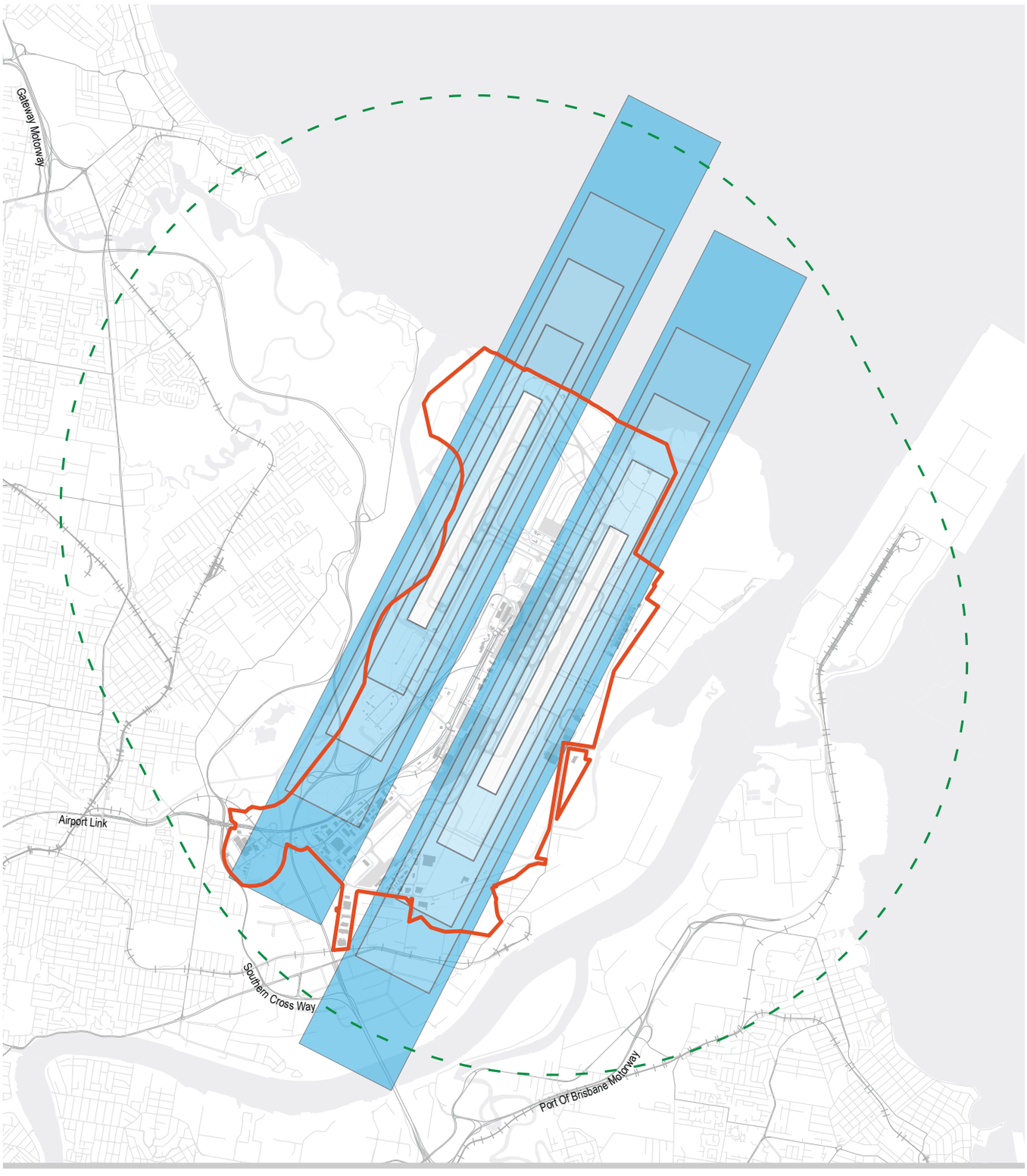
This guideline is focused on minimising the potential for pilot distraction caused by lighting on and in close proximity to Brisbane Airport. The potential for pilot distraction can arise from:

- Bright lights, such as floodlights, emitting too much light above the horizontal plane, increasing the potential for a pilot to be dazzled, and momentarily disoriented and/or unable to read cockpit instruments. Those lights could also affect an air traffic controllers' ability to clearly see aircraft approaching the airport
- In addition, lights might create a pattern similar in appearance to approach or runway lighting that may cause confusion for a pilot. Street lighting, security lighting, and illuminated sports fields are examples that require special consideration. The problem will often be able to be corrected by suitable screening or shielding of the light source.

The potential for pilot distraction is managed through the application of restricted lighting zones to land on and around Brisbane Airport. The restricted lighting zones adopt graduated light intensity provisions aligned with distance from runways aimed at mitigating the risks identified above.

Figure 7.3 shows the restricted lighting zones at Brisbane Airport in accordance with these standards. City Plan 2014 also incorporates the restricted lighting zones under the Airport environs overlay for off-airport development.

FIGURE 7.3: LIGHT RESTRICTION ZONES



Guideline F: Managing Protected Airspace Intrusion

This guideline provides guidance to government decisions makers and airport operators on how to jointly address the potential for intrusions into protected airspace, including intrusions into the OLS and PANS-OPS surfaces. These surfaces aim to protect aviation operations from the risks of:

- Tall buildings and structures, including cranes and trees
- Activities that could cause air turbulence, including plume sources such as heat or air rejection points associated with industrial manufacturing, energy production and cooling systems
- Smoke, dust and emissions which impact visibility in prescribed airspace.

The protected airspace for Brisbane Airport is shown in Figure 7.4 and Figure 7.5, with the process for managing intrusions into the protected airspace described under the Airspace Protection Regulation of this Master Plan. The City Plan 2014 also incorporates the protected airspace under the Airport environs overlay to guide off-airport development.

Figure 7.4 sets out the Obstacle Limitation Surface and Figure 7.5 Procedures for Air Navigation Services – Aircraft Operations (PANSOPS). Detailed versions of Prescribed Airspace plans are published on Brisbane Airport's website.

Guideline G: Communications Navigation and Surveillance

Brisbane Airport's prescribed airspace includes surfaces associated with the protection of Communications, Navigation and Surveillance (CNS) facilities crucial to the safe and efficient operation of aircraft. NASF aims to provide a consistent approach to land use planning around airports to better protect CNS facilities.

In most cases Brisbane Airport navigational facilities are installed and maintained by Airservices Australia which is a referral organisation on matters of airspace protection. Brisbane Airport has a direct interest in ensuring the protection of any aids located on or in the vicinity of the airport and works collaboratively with Airservices on the impact assessment of on-airport development proposals, and those off-airport proposals referred to Brisbane Airport.

From time to time, CNS surfaces are updated and form part of the prescribed airspace for Brisbane Airport.

Figure 7.6 sets out the assessment levels for Communications, Navigation and Surveillance protection at Brisbane Airport.

Guideline H: Protecting Strategically Important Helicopter Landing Sites

The purpose of this guideline is to provide guidance when protecting strategically important helicopter landing sites. The guideline considers a range of issues including lighting distractions, helicopter noise, wildlife strikes and windshear.

Helicopter landing sites located at airports are considered separately to this guideline given the higher order operational restrictions and procedures helicopter operators must follow at airports.



Runway end safety areas or RESAs are required to be free of fixed and mobile objects.

FIGURE 7.4: OBSTACLE LIMITATION SURFACE

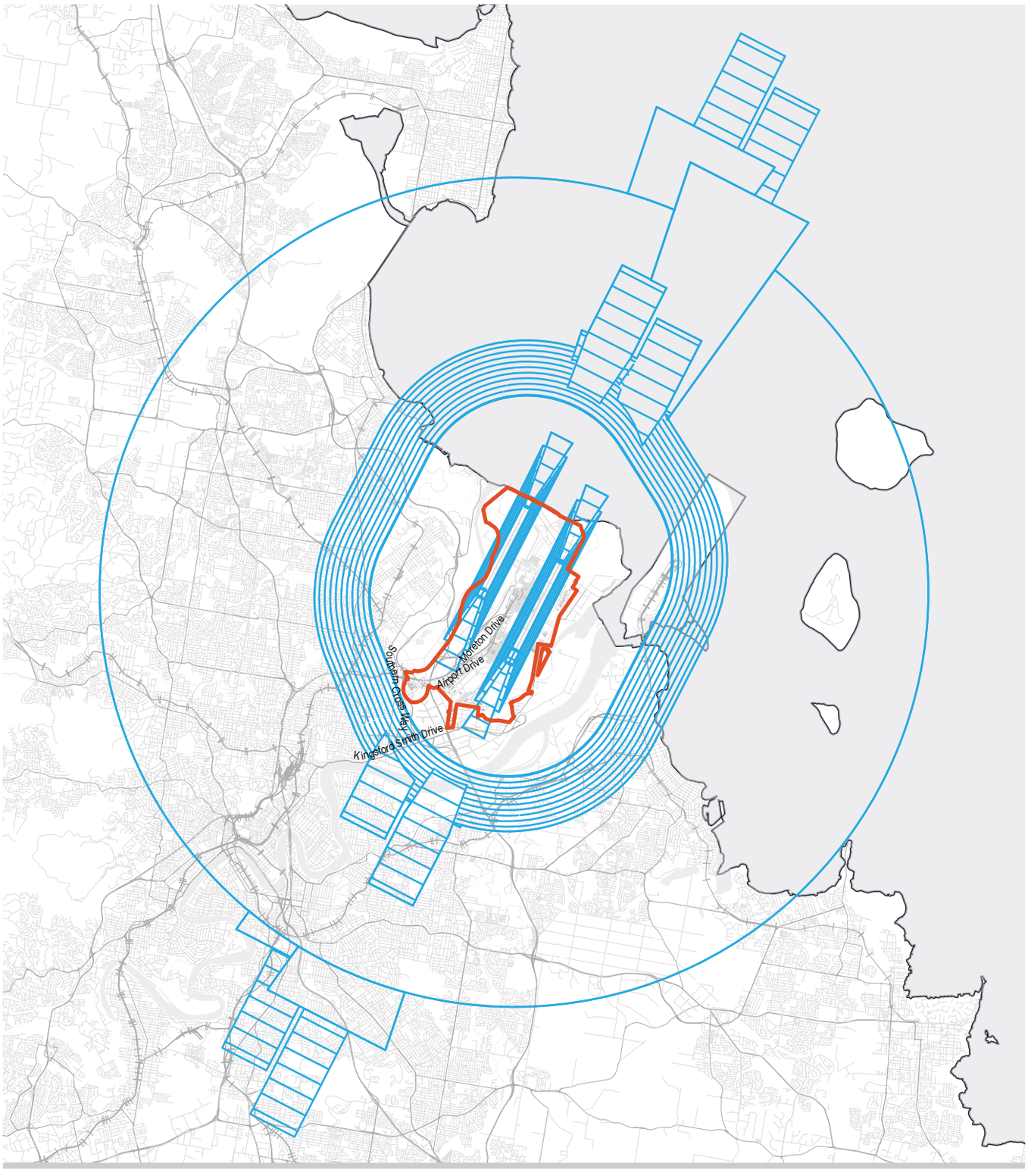


FIGURE 7.5: PROCEDURES FOR AIR NAVIGATION SERVICES – AIRCRAFT OPERATIONS (PANS-OPS)

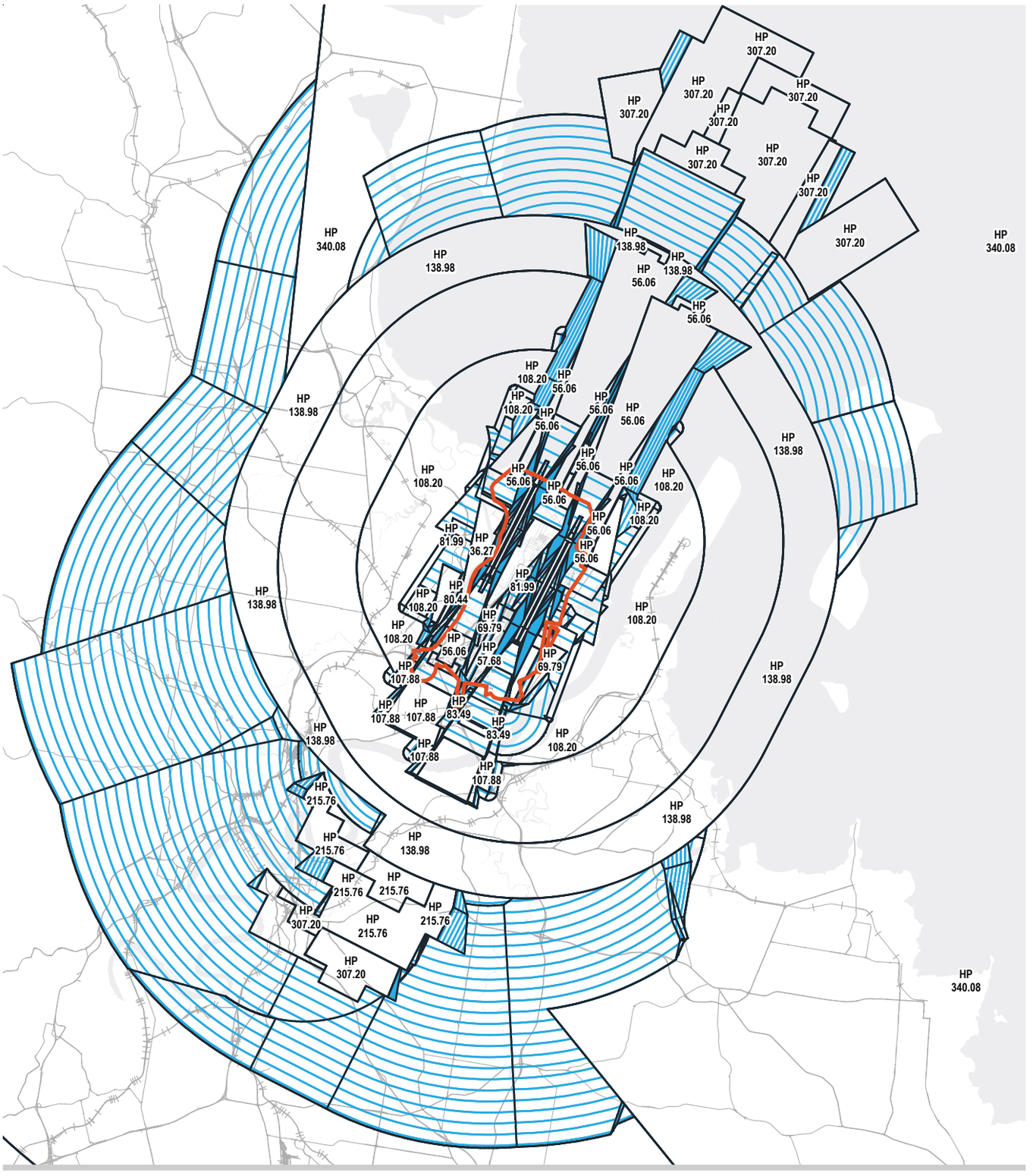
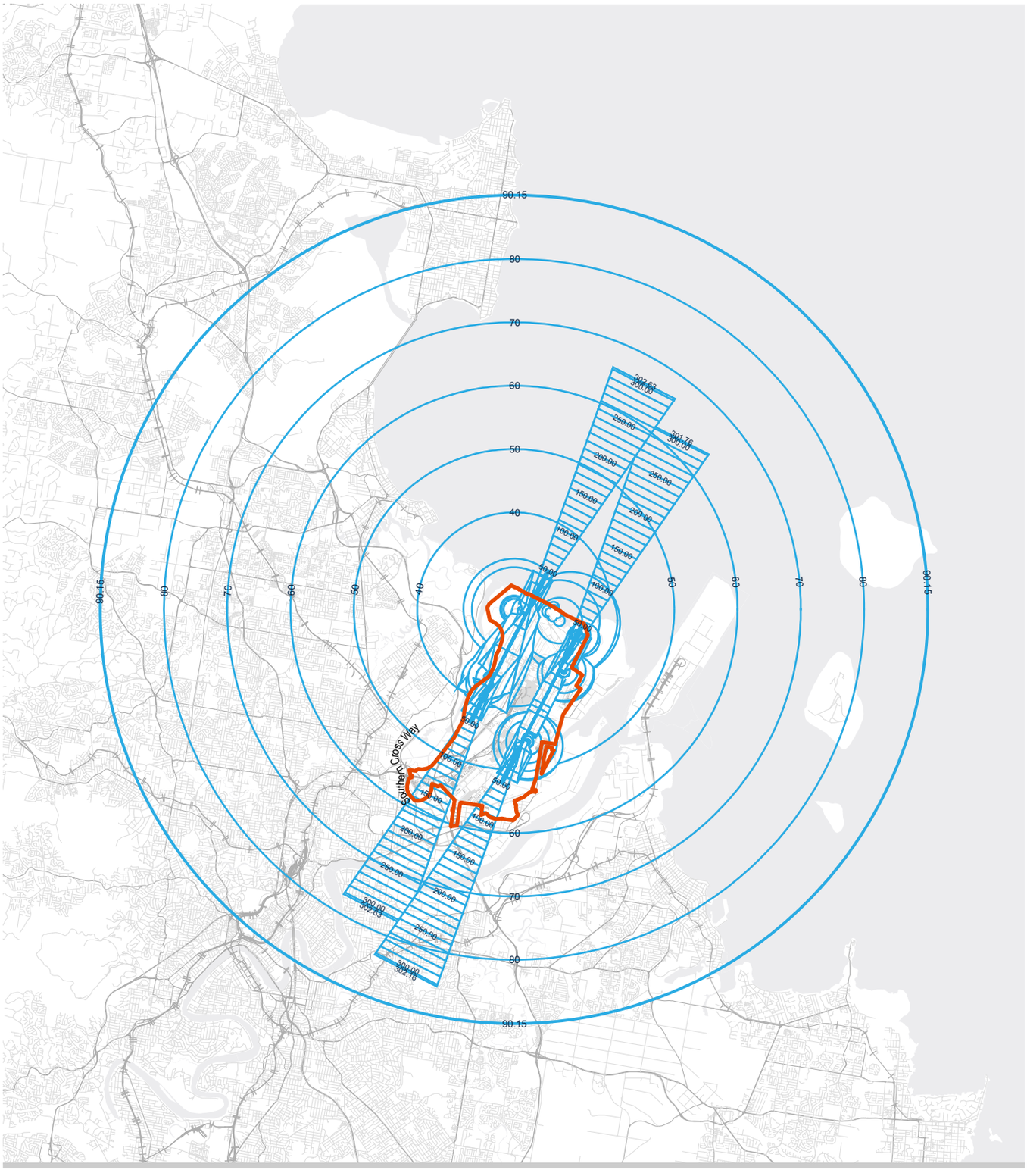


FIGURE 7.6: COMMUNICATIONS NAVIGATION AND SURVEILLANCE ASSESSMENT LEVELS



Communications Navigation and Surveillance Assessment Levels

- Brisbane Airport boundary
- Communications Navigation and Surveillance Assessment Levels

Guideline I:
Managing the Risk in Public Safety Areas at the Ends of Runways

Public safety areas (PSAs) address how development may be limited to minimise the number of people on the ground at risk injury or death in the event of an aircraft accident. While the likelihood of an accident occurring during any individual aviation operation is extremely low, this guideline helps ensure public safety. Analysis of aircraft accidents suggests that most accidents occur either immediately beyond the ends of a runway, up to 1,000 m before the runway (during landing) or up to 500 m beyond the runway end (on take-off).

Consistent with the SPP and previous Brisbane Airport Master Plans, the PSAs at Brisbane Airport have adopted the dimensions described as the "Queensland model" under this framework. All land-based PSAs associated with runways at Brisbane Airport fall within the boundary of Brisbane Airport. Brisbane Airport's land-use strategy minimises the risk to public safety by avoiding any significant increases in people living, working or congregating in the PSAs. The use or storage of hazardous, explosive or flammable materials is restricted in the PSAs.

Supplementing the PSA is an additional area immediately adjacent to the runway ends defined as the runway end safety area (RESA). The purpose of these areas is to protect the aircraft and its passengers in the event of under-shooting or over-running the runway.

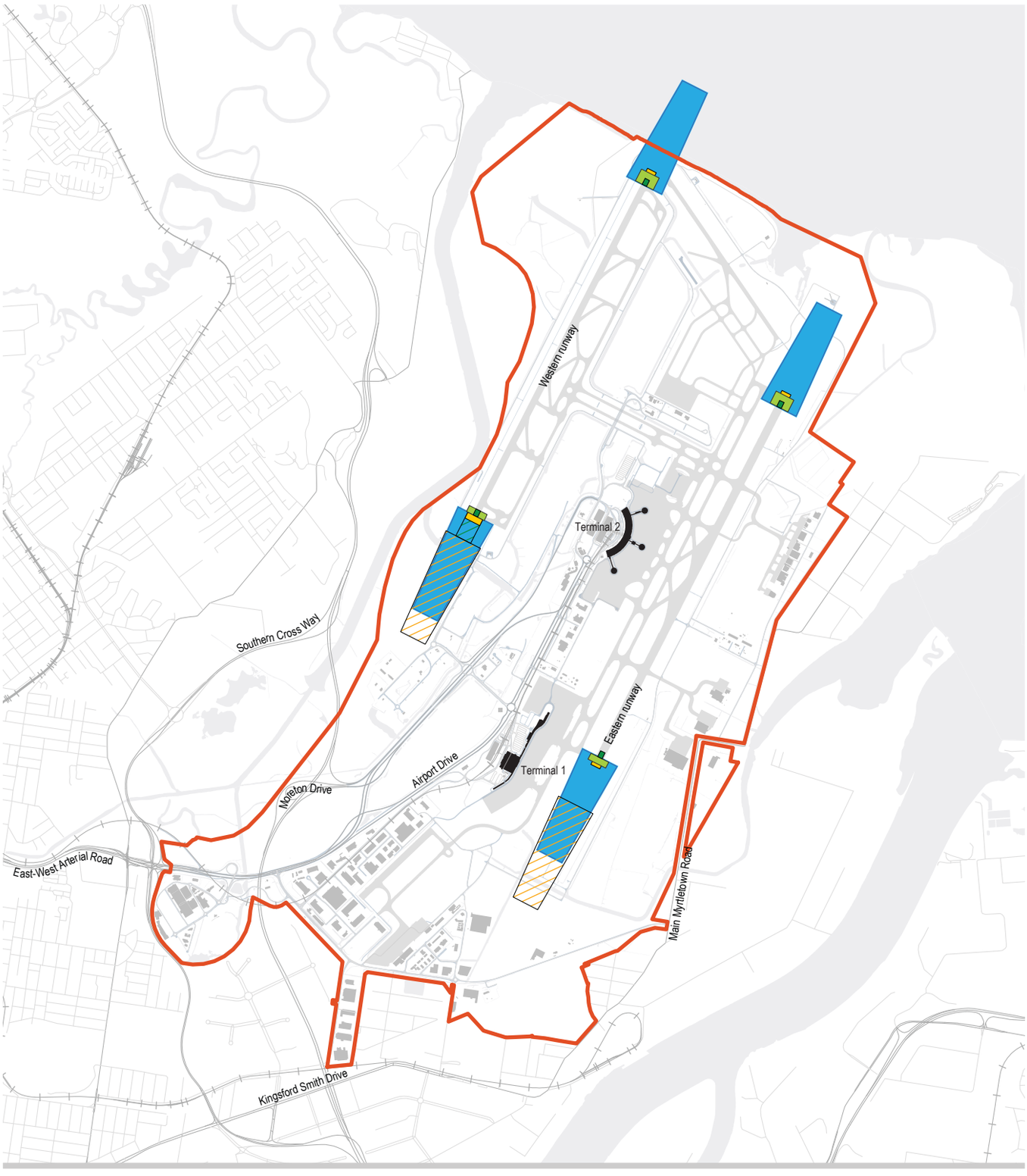
RESAs are required to be free of fixed objects, other than visual or navigational aids for the guidance of aircraft or vehicles. All fixed objects must be of low mass and able to be demounted. A RESA must also be free of any mobile objects that may endanger aircraft when the runway is being used.

The Figure 7.7 sets out the PSA and RESA associated with each runway at Brisbane Airport.



Public safety areas are the areas at the end of the runways where there is increased risk of an aircraft accident occurring.

FIGURE 7.7: RUNWAY SAFETY AREAS



CHAPTER

08

Design and Development

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Design and Development

The Design and Development Framework guides developments at Brisbane Airport. The framework is anchored by Guiding Principles which are core to decision making. The Guiding Principles influence the decisions made now to achieve our Ambition for Brisbane Airport.

The Guiding Principles provide the foundation for creating the optimal integrated strategic plan, no matter what the future may hold.

Guiding Principles

Safe & Secure

Safety & security is at the heart of everything we plan and do. Why? Because nothing is more important than keeping everyone in our airport city safe and secure.

Smart & Intuitive

We challenge the status quo to find smart and intuitive solutions for future services, infrastructure & experiences. Why? Because the smartest solutions and innovations create the best value for all our 4 bosses.

Customer Centric

We listen to customers and put them at the centre of our decisions about the future of Brisbane Airport. Why? Because creating an airport city that is inclusive and designed with our customers in mind is essential to our prosperit.y

Value Creation

What we do creates real value for our '4 bosses': Community, Customers, Employees and Shareholders. Why? Because delivering demonstrable value to our 4 bosses ensures our future

Trusted Partner

We treat all our bosses with respect by doing what we say we will do. Why? Because nothing at an airport can be done alone, our partnerships must be built on trust.

Uniquely BNE

Brisbane Airport is easily recognisable as the gateway for Brisbane & Queensland. Why? Because uniqueness is a selling point, and a point of pride for our community. When they're proud of their airport they support its growth.

Sustainable

BNE is an airport that future generations trust and are proud of. Why? Because we are a good neighbour and corporate citizen. We do the right thing to leave a positive legacy and to ensure we have support for our growth.

Connected

Locally and globally, our plans allow for Brisbane Airport to be connected digitally, physically and visually. Why? Because making connections is why BNE exists and how we grow and prosper.

Development Objectives

Brisbane Airport Corporation's objectives for the long-term development of Brisbane Airport are to –

- Enhance connectivity by expanding the aviation network to new destinations in Australia and overseas. To support this, BAC will invest to improve and increase capacity of passenger terminals while maintaining safe, secure and efficient operations.
- Ensure ground transport connectivity for passengers, businesses and visitors to Brisbane Airport is safe, accessible and multi-modal.
- Continue the sustainable development of Brisbane Airport Precincts to create a sense of place and make Brisbane Airport a great place to work and do business. This will be realised by ensuring developments are consistent with the Design Guidelines.

Design Guidelines

To facilitate developments at Brisbane Airport, there are a range of supplementary documents which outline what is expected on a range of design and development matters. These documents form the Design Guidelines and are regularly updated to reflect changes in regulation, design standards, business strategy or emerging trends.

The Design Guidelines can be found on the BNE Community website. These include –

- The Planning Guidelines being the primary reference for planning requirements that relate to the built environment with an emphasis on implementation of the National Airports Safeguarding Framework across Brisbane Airport.
- The Airport Design Standards have been prepared to assist designers, contractors and other specialists involved in the preparation of design documentation for project and maintenance works at Brisbane Airport.
- Wayfinding Guidelines provide a framework to facilitate design that will assist people in orientating themselves within a physical space, reduce stress and move people efficiently.
- Sustainable Design Guidelines assessments are mandatory for all Brisbane Airport Corporation-delivered capital investment projects. These guidelines seek to embed sustainability requirements in line with best practices.
- Landscape Setting Strategy guides developments to balance the built environment and biodiversity values across Brisbane Airport.
- Environmental guidance material covers a range of issues such as environmental monitoring, stormwater management and environmental management on construction sites.



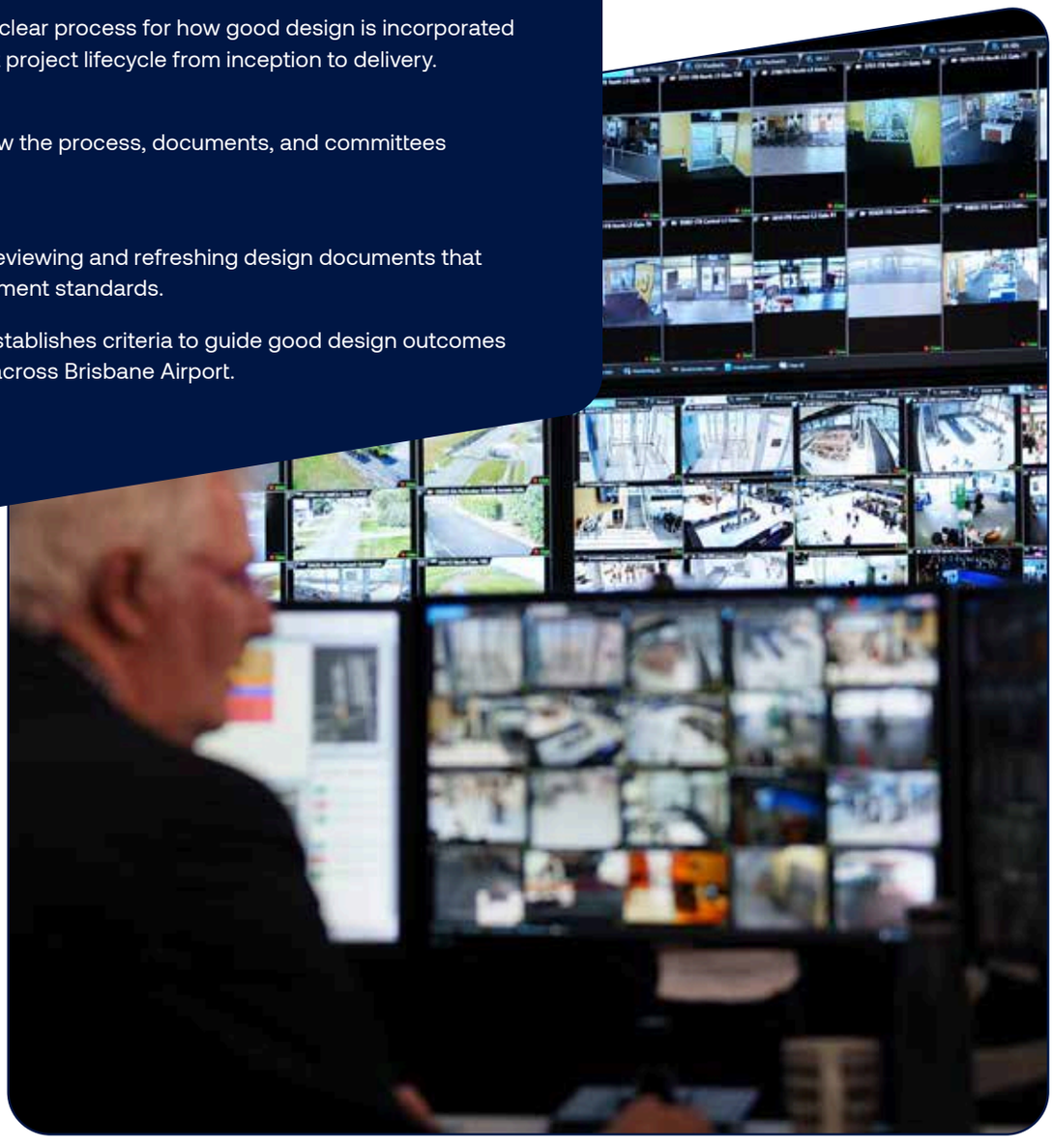
Design Objectives

The design objectives for Brisbane Airport guide the creation of high-quality, cohesive and functional spaces.

Brisbane Airport promotes a “Good Design Framework” based on four key components:

- **Committees:**
  Recognising that good design is a collaborative process, Brisbane Airport brings together people from diverse disciplines, offering a range of expertise and perspectives to development. To set expectations and guide outcomes, committees and working groups meet regularly to discuss on-airport projects.
- **Process:**
  Establishing a clear process for how good design is incorporated into the airport project lifecycle from inception to delivery.
- **People:**
  Supporting how the process, documents, and committees are used.
- **Documents:**
  Establishing, reviewing and refreshing design documents that guide development standards.

This framework establishes criteria to guide good design outcomes for development across Brisbane Airport.



Universal Design

Universal Design is a design approach that ensures environments, products and services are inclusive and accessible to all ages, abilities and backgrounds. In the context of Brisbane Airport, Universal Design principles are applied throughout the lifecycle of all projects across the airport from inception to delivery.

The seven key principles of Universal Design aim to ensure Brisbane Airport's design is both functional and inclusive, enhancing the experience for all, regardless of their individual needs. These key principles include:

Equitable use:

- Development aims to ensure the design provides privacy, security and safety for all users, without segregation due to mobility needs
- Development welcomes individuals of all backgrounds and abilities, addressing potential barriers and creating a stigma-free environment
- The sensory experience is equal for everyone, and spatial planning considers ease of access for all users.

Flexible in use:

- The design adapts to individual preferences and abilities, allowing users to engage at their own pace
- Development accommodates various access needs, provides adaptable information displays, and offers alternative navigation options. Facilities are scalable for events, ensuring inclusivity during special occasions.

Simple and intuitive to use:

- Wayfinding supports clear, intuitive navigation, catering to a wide range of literacy and language skills
- The design minimises cognitive load and arranges information logically, ensuring consistency across the airport for ease of use.

Perceptible information:

- The design communicates clearly through multiple technologies and empathetically addresses the needs of all users
- Essential information is legible and contrasts well with its surroundings, with wayfinding cues that are visible in all conditions
- Communication modes include pictorial, verbal, and tactile, ensuring compatibility with devices used by those with sensory limitations.

Tolerance for error:

- Design prioritises safety and resilience by minimising hazards, providing intuitive guidance during emergencies
- Accessible infrastructure ensures clear communication of risks, enhancing user confidence and security.

Low physical effort:

- Physical effort is minimised through easily identifiable accessible facilities and assistive technologies
- Repetitive actions are mitigated, allowing users to maintain a neutral body position while interacting with the environment.

Size and space for approach and use:

- Clear pathways and sufficient space are provided for users with mobility devices and companions
- Interactive elements are adjustable for different abilities, and seating encourages social interaction while providing comfort for accessible patrons.

Design for Country

The design framework is evolving to develop an understanding around Design for Country and how this concept relates to the built environment on Brisbane Airport. Brisbane Airport Corporation will work with Traditional Owners to understand how the idea of integrating care for country can be incorporated into the way our places are planned.

Wayfinding

Wayfinding at Brisbane Airport is essential for ensuring a seamless and intuitive experience for all people, enabling easy navigation throughout the airport environment. This requires a coordinated signage and wayfinding system that ensures all new information integrates with existing development providing a cohesive and effective navigation experience.

Brisbane Airport has wayfinding guidelines which aim to achieve design that will assist people orient themselves within a physical space, reduce stress and move people efficiently. The goal is to create a clear, user-friendly environment that accommodates diverse needs for all people and passengers, from arrival to departure.

Wayfinding at Brisbane Airport is built on four principles –

1. Intuitive Navigation – At All times, passengers should intuitively know where they are, where they want or need to go and how to get there.
2. Essentiality – The right information at the right time, no more, no less.
3. Integration – One airport, one system, one journey at a time.
4. Consistency – Similar cues evoke similar messages, memories and reactions

CHAPTER

09

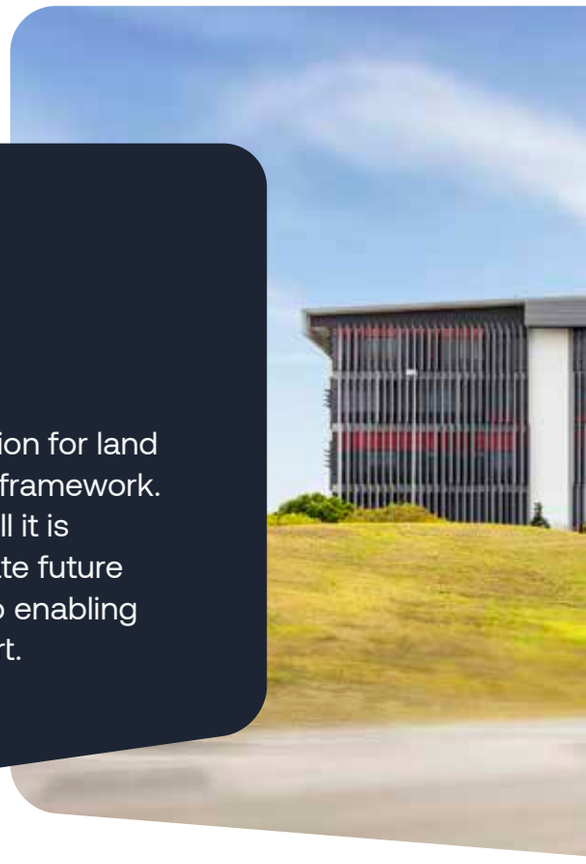
Land Use Plan

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- Mixed Use Zone 111
- Major Centre Zone 112
- General Industrial Zone 113
- Conservation Zone 115

Brisbane Airport Land Use Zones

BAC has an established Land Use Plan that sets out its vision for land use and development across the airport through a zoning framework. Brisbane Airport's long-term success depends on how well it is positioned to support current operations and accommodate future growth. Making good land use decisions today is critical to enabling the responsible and sustainable development of the airport.



Overview

Recognising the importance of being a good neighbour, Brisbane Airport aims to avoid, where possible, potential impacts on land that shares a boundary with Brisbane Airport.

To guide land use and related development of Brisbane Airport, there are five designated land use zones which facilitate the location of possible land uses. This approach is consistent with the Queensland planning and local planning frameworks. The Land Use Plan also includes precincts that further shape future development outcomes. More information in relation to precinct planning on-airport is outlined in Chapter 10.

The airport is divided into 5 land use zones:

- Special Purpose Airport Zone
- Mixed Use Zone
- Major Centre Zone
- General Industrial Zone
- Conservation Zone.

Figure 9.1 sets out where these and the precincts are placed across Brisbane Airport.

The land use zones set out in this Master Plan are generally consistent with previous master plans. For each zone, a purpose statement and zone outcomes (which correspond to supporting land uses) are defined to guide future development. The zone outcomes and possible land uses should be read in conjunction with the Land Use Definitions Table (Appendix 1).

Land use definitions

The land use definitions applied within this Master Plan are largely consistent with Schedule 1 of the City Plan 2014 and Schedule 24 of the Queensland Planning Regulation 2017, unless otherwise specified.

The land use definitions that are not consistent, as they have been amended to be more suited to aviation-specific considerations, include:

- Advertising device
- Busway corridor
- Energy from waste facility
- Industry
- Liquid fuel depot and distribution facility
- Monitoring bore
- Necessary environmental clearing
- Public transport facility
- Railway corridor.

Any use not listed in the Land Use Definitions Table is an undefined use. Undefined uses may be permitted, subject to further assessment by BAC to ascertain compliance with the relevant zone outcomes under the Land Use Plan and the requirements of the Airports Act.



Alignment with local planning scheme

Under Section 71(2)(gc)(ii) of the Airports Act, any proposed retail or commercial development at Brisbane Airport must demonstrate alignment with the local planning scheme that applies to the surrounding area. For Brisbane Airport, this means demonstrating consistency with Brisbane City Council's City Plan 2014 (City Plan 2014). Additional planning instruments under the Queensland Planning Framework and their relevance are discussed in Chapter 6.

City Plan 2014 consistently recognises Brisbane Airport as a strategic economic hub, identifying it as a key centre for a range of land uses that complement its primary functions in passenger travel, freight, logistics and the aerospace industry. The Plan supports the development of uses that take advantage of the airport's transport connectivity—while ensuring that these do not compromise the safe and efficient operation of the airport or aircraft.

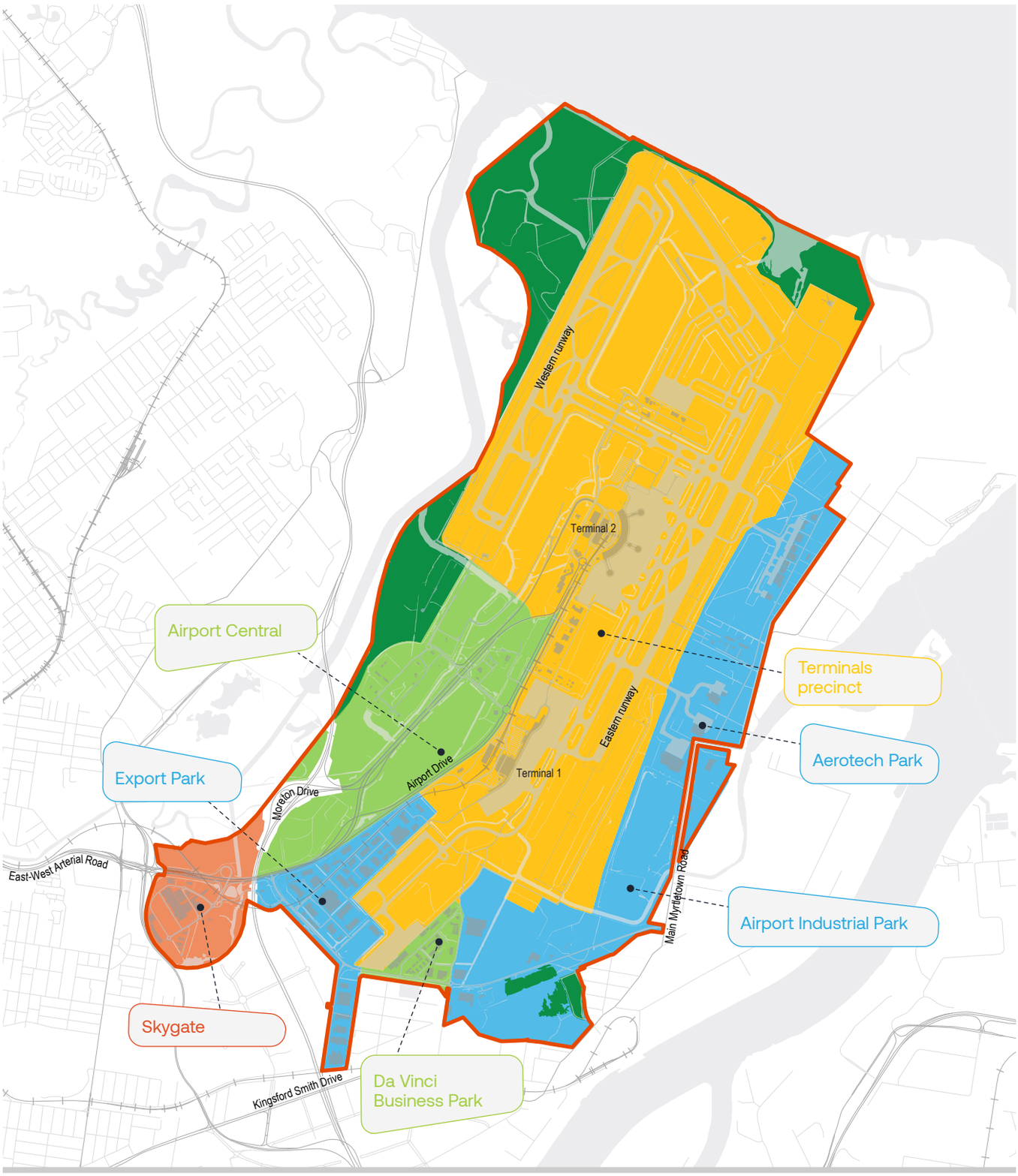
This 2026 Master Plan has been developed in alignment with the direction and intent of City Plan 2014. It outlines a vision for growth across a number of airport precincts. Over the next five years, a range of commercial and retail developments are planned across the airport, with a clear focus on land uses that are appropriate to their designated zones and complementary to core airport operations.

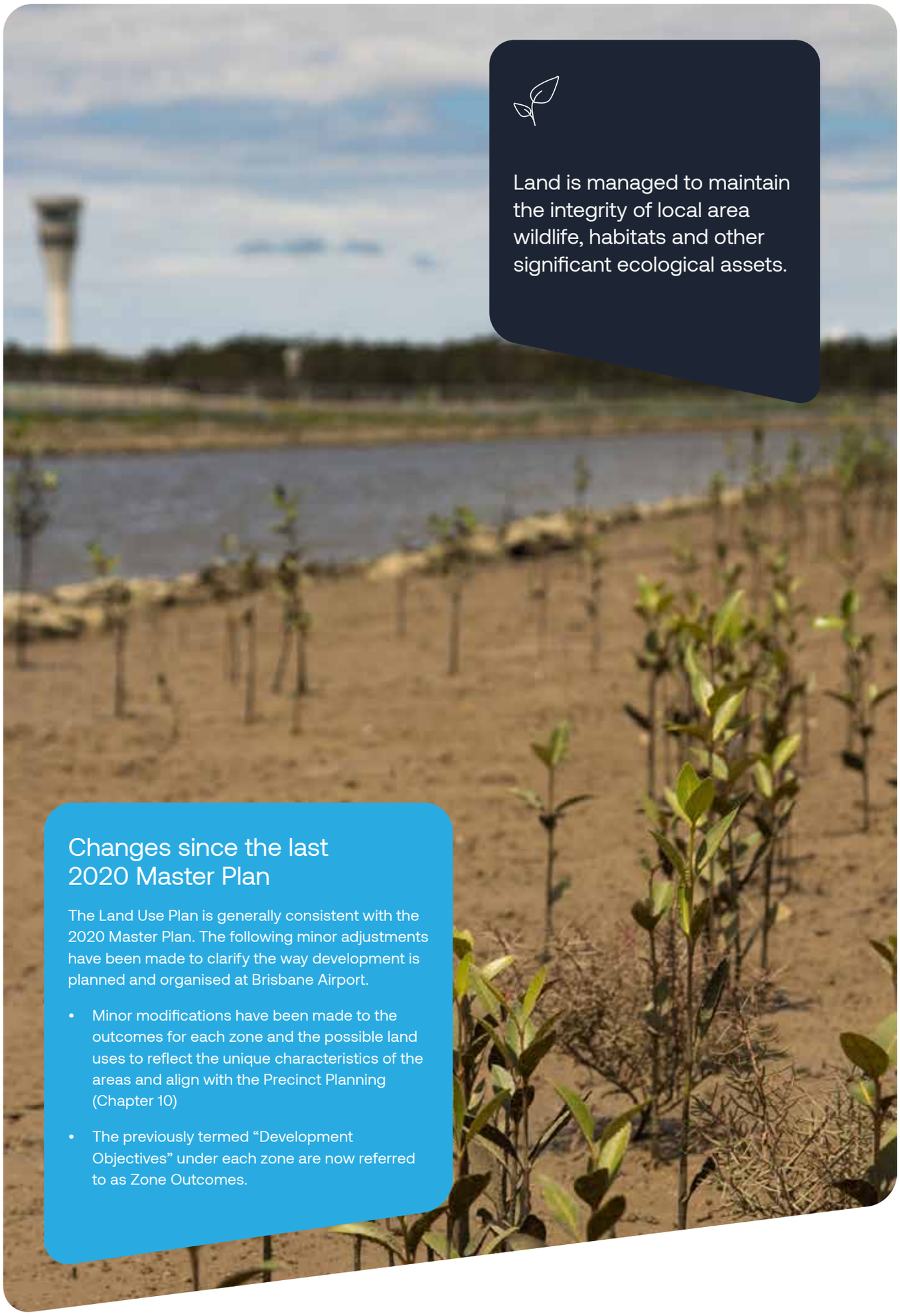
Further detail on the location, type and scale of proposed commercial and retail developments is provided in Chapter 10 – Precinct Planning. These developments are intended to diversify the airport's economic base—expanding industry, employment and commercial opportunities that benefit from the airport's proximity to major transport links, including the Port of Brisbane, Gateway Arterial and regional road network.

Importantly, the Land Use Plan and Precinct Planning (Chapter 10) work together to ensure that development on the airport supports regional economic growth without undermining the existing network of commercial and retail centres identified in City Plan 2014. This includes consideration of adjacent areas, most notably the Pinkenba–Eagle Farm Neighbourhood Plan Area, ensuring that airport growth complements rather than competes with surrounding development.

The 2026 Master Plan also aligns with Brisbane City Council's Industrial Strategy, which highlights the importance of industrial clusters and Brisbane Airport's role in supporting Major Industrial Areas. By enabling warehouse, cargo and freight facilities on-airport, Brisbane Airport strengthens off-airport industry—streamlining supply chains, reducing handling times and improving access to global markets. The Master Plan supports continued growth in these uses, reinforcing the airport's role as a key logistics hub connected to the broader regional freight network.

FIGURE 9.1 LAND USE ZONES AT BRISBANE AIRPORT





Land is managed to maintain the integrity of local area wildlife, habitats and other significant ecological assets.

Changes since the last 2020 Master Plan

The Land Use Plan is generally consistent with the 2020 Master Plan. The following minor adjustments have been made to clarify the way development is planned and organised at Brisbane Airport.

- Minor modifications have been made to the outcomes for each zone and the possible land uses to reflect the unique characteristics of the areas and align with the Precinct Planning (Chapter 10)
- The previously termed “Development Objectives” under each zone are now referred to as Zone Outcomes.

Special Purpose Airport Zone

Purpose

The purpose of the Special Purpose Airport Zone is to:

- Accommodate core aeronautical operational areas, including airside activities, runways, aviation support facilities and essential infrastructure
- Ensure incompatible uses do not encroach on the core aeronautical operational areas.

Zone Outcomes

- Development provides for the continued use of land for core aeronautical operational areas of Brisbane Airport to maximise the operational safety and efficiency of airport infrastructure
- Development is appropriately located and has a function, scale, height and bulk that are compatible with, and do not compromise, existing and future aeronautical functions
- Development provides a range of goods and services to facilitate passenger processing of domestic and international travellers at a standard expected of an international airport of the size and scale of Brisbane Airport
- Development provides a quality interface between airside and landside areas, facilitating the efficient and safe movement of people, goods and freight
- Development for aviation support facilities is appropriately safeguarded to maintain the operational efficiency of airport infrastructure.

Possible land uses

- Active transport infrastructure
- Advertising device
- Air service
- Animal keeping
- Bar
- Battery storage facility
- Busway corridor
- Club
- Community use
- Emergency services
- Food and drink outlet
- Function facility
- Health care services
- Hotel
- Industry
- Landing
- Liquid fuel depot and distribution facility
- Monitoring bore
- Necessary environmental clearing
- Office
- Parking station
- Public transport facility
- Railway corridor
- Renewable energy facility
- Service station
- Shop
- Short term accommodation
- Showroom
- Substation
- Telecommunications facility
- Temporary use
- Transport depot
- Utility installation
- Veterinary services
- Warehouse



Mixed Use Zone

Purpose

The purpose of the Mixed Use Zone is to support a diverse range of activities, including business, retail, tourism, short-term accommodation, and industrial uses. The zone encourages the clustering of compatible, employment-generating activities into commercial nodes, maximising accessibility and proximity to airport operations.

Zone Outcomes

- Development provides a diverse mix of land uses compatible with wider airport operations and a level of economic and social activity to serve the intended mix of passengers, visitors and employees
- Development supports uses that foster a vibrant 24-hour commercial environment
- Development provides diverse and active street frontages to encourage active modes of transport contributing to vibrant, diverse and functional streets and public spaces
- Development is designed to maximise accessibility, with efficient links into the existing airport network
- Development is designed to be visually appealing and functional to create a positive first impression for visitors, while supporting the diverse activities within the airport
- Development of airside/landside sites does not compromise the delivery of aviation related services and support facilities.

Possible land uses

- Active transport infrastructure
- Advertising device
- Air service
- Animal keeping
- Battery storage facility
- Bar
- Busway corridor
- Car wash
- Childcare centre
- Club
- Community use
- Emergency services
- Environment facility
- Food and drink outlet
- Function facility
- Garden centre
- Hardware and trade supplies
- Health care services
- Hotel
- Indoor sport and recreation
- Industry
- Intensive horticulture
- Major sport and recreation and entertainment facility
- Market
- Monitoring bore
- Necessary environmental clearing
- Nightclub entertainment facility
- Office
- Outdoor sales
- Outdoor sport and recreation
- Park
- Parking station
- Place of worship
- Public transport facility
- Railway corridor
- Renewable energy facility
- Research and technology industry
- Service industry
- Service station
- Shop
- Short term accommodation
- Showroom
- Substation
- Telecommunications facility
- Temporary use
- Theatre
- Transport depot
- Utility installation
- Veterinary services
- Warehouse
- Wholesale nursery

Major Centre Zone

Purpose

The purpose of the Major Centre Zone is to provide for a large variety of uses and activities to service a part of the airport or surrounding area, including, for example, administrative, business, community, cultural, recreation, entertainment, professional or retail uses or activities.

Zone Outcomes

- Development supports a vibrant core of commercial, leisure and recreation and employment-generating uses, fostering high levels of economic activity and social interaction
- Development promotes public transport opportunities to ensure a well-connected, accessible environment, with an emphasis on pedestrian-friendly infrastructure and connected public spaces
- Development supports uses that foster a vibrant 24-hour commercial environment
- Development provides for high order retail and commercial activities that create a focal point for subregional employment and branch government functions including health and cultural services
- Development provides high quality public spaces and landscaping that soften built form, provide breathing space between buildings, encourage outdoor activity and facilitates safe and convenient connectivity for pedestrians
- Development is designed and operated to avoid or mitigate any potential adverse impact on adjoining uses and areas.

Possible land uses

- Active transport infrastructure
- Advertising device
- Air service
- Bar
- Busway corridor
- Car wash
- Childcare centre
- Club
- Community use
- Emergency services
- Environment facility
- Food and drink outlet
- Function facility
- Garden centre
- Hardware and trade supplies
- Health care services
- Hotel
- Indoor sport and recreation
- Major sport and recreation and entertainment facility
- Market
- Monitoring bore
- Necessary environmental clearing
- Nightclub entertainment facility
- Office
- Outdoor sport and recreation
- Public transport facility
- Park
- Parking station
- Place of worship
- Railway corridor
- Renewable energy facility
- Outdoor sport and recreation
- Service Industry
- Service station
- Shop
- Shopping centre
- Short term accommodation
- Showroom
- Substation
- Utility installation
- Telecommunications facility
- Temporary use
- Theatre
- Transport depot

General Industrial Zone

Purpose

The purpose of the General Industrial Zone is to:

- Provide for a wide range of industrial activities that capitalise on proximity to Brisbane Airport aeronautical operations, Port of Brisbane and Australia Trade Coast
- Other uses and activities that complement and support industrial activities provided appropriate separation and buffers are achieved to adjoining uses
- Accommodate and support potential growth or demand for aviation activities and support facilities.

Zone Outcomes

- Coordinate the orderly and economically-sound development of land whilst ensuring the long-term viability and operational efficiency of Brisbane Airport
- Development for industrial activities is located, designed and managed to maintain safety to people, avoid significant adverse effects on the natural environment and minimise impacts on adjacent non-industrial land
- Development protects the viability of existing and future industry by excluding incompatible development.
- Development for a use that is ancillary to an industrial use on the same site, such as an office, or small-scale shop or food and drink outlet that directly supports the industry and workers may be accommodated
- Ensure that development does not render priority airside/landside sites permanently unfit for aviation activities or support facilities.

Possible land uses

- Active transport infrastructure
- Advertising device
- Air service
- Animal keeping
- Battery storage facility
- Bulk landscape supplies
- Busway corridor
- Car wash
- Emergency services
- Energy from waste facility
- Food and drink outlet
- Hardware and trade supplies
- Indoor sport and recreation
- Industry
- Intensive horticulture
- Landing
- Liquid fuel depot and distribution facility
- Monitoring bore
- Necessary environmental clearing
- Office
- Outdoor sales
- Park
- Parking station
- Public transport facility
- Railway corridor
- Renewable energy facility
- Research and technology industry
- Service industry
- Service station
- Shop
- Showroom
- Substation
- Telecommunications facility
- Temporary use
- Transport depot
- Utility installation
- Veterinary services
- Warehouse
- Wholesale nursery



Conservation Zone

Purpose

The Conservation Zone provides for the protection, restoration and management of areas identified as supporting significant biological diversity and ecological integrity. Areas in the Conservation Zone will be managed to retain their biodiversity values in a way that does not compromise airport safety, particularly from wildlife hazards or protection of airspace.

The Conservation Zone also provides opportunities for nature-based outdoor recreation, where considered appropriate.

Zone Outcomes

- Land is managed to maintain the integrity of local area wildlife, habitats and other significant ecological assets and processes over time, where consistent with safe airport operations
- Nature conservation values and ecological functions are protected and maintained where this is consistent with safe airport operations
- Outdoor recreation and nature-based educational activities are provided where best practice planning and management are applied to minimise potential impacts on environmental values and function
- Development protects the values and function of the zone through innovative design, planning and construction approaches, including application of noise, light and physical buffers external to the values being conserved
- Development responds to land constraints and mitigates any adverse impacts on environmental values whilst protecting the existing and future infrastructure.

Possible land uses

- Active transport infrastructure
- Advertising device
- Air Service
- Environment facility
- Landing
- Monitoring bore
- Necessary environmental clearing
- Park
- Permanent plantation
- Telecommunications facility
- Temporary use
- Utility installation




Staff Parking
Ground Transport

CHAPTER

10

Precinct Planning

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– Da Vinci Precinct 128

– Airport Industrial Park Precinct 129

– Aerotech Park Precinct 130

Precinct Planning



The 2026 Master Plan is supported by more than 55 years of planning history when the site was identified in 1971 as the future location for Brisbane Airport.

Brisbane Airport is organised into eight distinct and well-defined development precincts. This structure helps improve operational efficiency and foster innovation, allowing each precinct to capitalise on its unique strengths. Additionally, the proximity to neighbouring precincts and businesses in the Australia Trade Coast area enhances synergies and creates broader benefits.

This approach supports a vibrant economic ecosystem, positioning Brisbane Airport as a pivotal hub within Brisbane's dynamic urban landscape.

The eight precincts are:

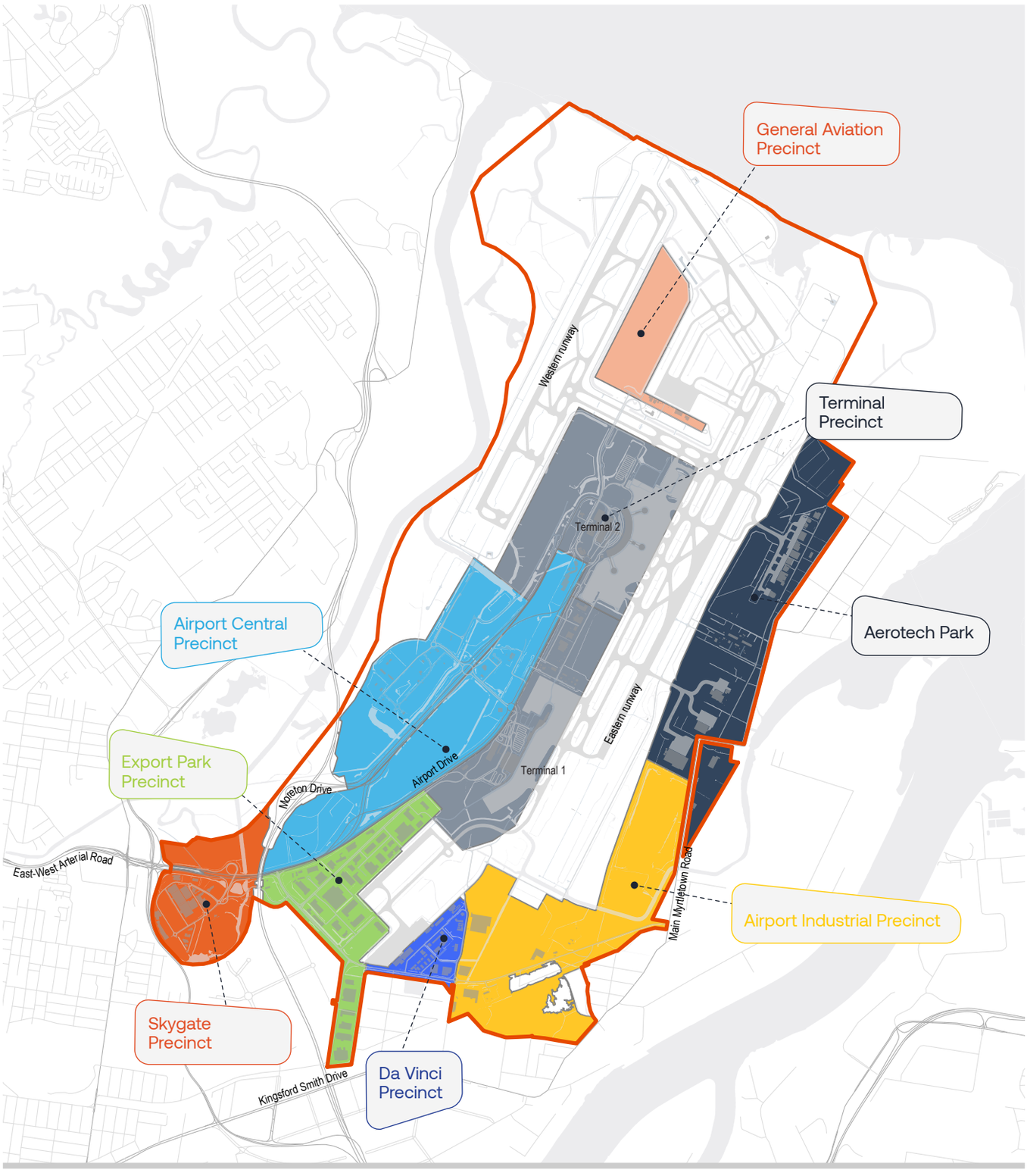
- Terminals
- Skygate
- Airport Central
- Export Park
- Da Vinci
- Airport Industrial Park
- Aerotech Park
- General Aviation.

It's these precincts which support the 600 business and 25,000 people working at Brisbane Airport each day. Over the next 20 years demand for business to be based at Brisbane Airport will continue to grow and it's estimated that these precincts will continue to develop to support more than 1,000 businesses and more than 50,500 staff.

To guide this growth, the 2026 Master Plan is supported by Planning Guidelines that provide more detailed planning outcomes for each precinct. These Guidelines ensure future development is well-coordinated and responds to the zoning outcomes set out in Chapter 9 (Land Use Plan) and the precinct objectives outlined in this chapter.

The Planning Guidelines have been shaped to broadly align with relevant provisions of the City Plan 2014—particularly the development codes. In this way, the level of detail applied on-airport are generally consistent with the off-airport local planning scheme, supporting seamless integration across jurisdictional boundaries.

FIGURE 10.1: AIRPORT PRECINCTS



Precinct Planning



Changes since the last 2020 Master Plan

This precinct approach is generally consistent with the 2020 Master Plan. The following minor adjustments have been made to clarify the way development is planned and organised at Brisbane Airport:

- The areas previously termed “neighbourhoods” are now referred to as precincts
- The boundary of Airport Industrial Park is extended further to the north toward the renamed Aerotech Park
- The precinct previously termed “Airport East” is now referred to as Aerotech Park (its former name)
- The precinct previously termed “Airport North” is now referred to as the General Aviation Precinct
- The development intent of the Airport Central Precinct has been reviewed since the former Auto Mall project will no longer proceed
- The precinct previously termed Airport West is integrated within the Airport Central Precinct
- Minor modifications have been made to the outcomes sought for each precinct to better reflect the uniqueness of the areas.

The following section outlines the unique characteristics of the precincts and details significant developments delivered since the publication of the 2020 Master Plan as well as those anticipated over the planning period.

Planned 5 year development strategy

The following sections contain an overview of the indicative 5-year development plan, presenting the precinct level land release target, relevant land use zone, indicative land use array and an estimated quantum of land and gross floor area that may be developed.

Zoning and possible land uses will be in accordance with the Land Use Plan set out in Chapter 9 of this Master Plan. Whilst every attempt has been made to confirm the anticipated development based on land use type, market conditions will dictate if developments identified in the tables below meet the requirement of the development strategy.

As outlined in Chapter 9 Land Use, BAC takes a “principal purpose” approach to defining land use. This means that while future developments focus on key land use types, ancillary development types may still be undertaken even if they are not explicitly listed.

Major development plans

Table 10.1 identifies planned developments that have the potential to trigger a Major Development Plan (MDP) under the provisions of the Airports Act. The inclusion of projects in the table does not imply that all will be delivered within the initial 5-year planning period; rather, it reflects anticipated lodgement intentions. Project details—including land use types, mix and floor areas—are indicative and subject to change.

While all reasonable efforts have been made to identify potential large-scale MDP projects, market conditions and changes in delivery schedules over the life of the Master Plan may also affect the timing, priority, or scope of developments. Some projects may be added, delayed, or not proceed as initially anticipated.



Precinct Planning

TABLE 10.1: POTENTIAL MAJOR DEVELOPMENT PLANS BY PRECINCT AND ZONE

PRECINCT	LAND USE ZONE	INDICATIVE LAND USES	ESTIMATED GROSS FLOOR AREA (GFA)
TERMINAL PRECINCT	Special Purpose Aviation	Terminal 3 Precinct – Aviation services, food and drink outlet, office, parking station, public transport facility, shop, short-term accommodation	26,000m² *(2026-2031 estimate. Future development stages will be in addition to this estimate)*
SKYGATE	Major Centre	Office, Short term accommodation	11,500m²
AIRPORT CENTRAL	Mixed Use	Shop (large format retail), Service station	14,000m²
AIRPORT CENTRAL	Mixed Use	Office, parking station, food and drink outlet, shop, short term accommodation	12,600m²
AIRPORT CENTRAL	Mixed Use	Precinct plan delivery – industry, research and technology, function facility, short term accommodation, office, food and drink outlet, warehouse, parking station	65,000m²
AIRPORT INDUSTRIAL PARK	General Industrial	Research and technology, industry	36,700m²
AIRPORT INDUSTRIAL PARK	General Industrial	Precinct plan delivery, research and technology, industry, transport depot, park, warehouse, office, food and drink outlet	200,000m²
AIRPORT INDUSTRIAL PARK	General Industrial	Precinct plan delivery, warehouse, transport depot, office, park, food and drink outlet	35,000m²



Terminals Precinct

The Terminals Precinct is the heart of Brisbane Airport's aeronautical operations, with the focus being both the domestic and international operations. The perimeters of the precinct are defined by the runways and major access roads of Moreton and Airport Drives. The overall development outcomes for the Terminals Precinct are:

- A vibrant hub of activity, operating 24 hours, 7 days of the week, reflecting the dynamic nature of airport operations required to support the growth of our city, region and state
- Prioritising efficient passenger facilitation
- Land use planning and development within the precinct that is located within ANEF 30 or higher will be informed by AS2021:2015 (Acoustics – Aircraft Noise Intrusion – Building Siting and Construction – Australian Government)
- Alignment to a comprehensive investment program focused on expanding and enhancing terminal facilities, ensuring safe, secure, and enjoyable travel experiences for all visitors.

POSSIBLE DEVELOPMENTS IN THE NEXT 5 YEARS

Land use zone	*Indicative development types*	*Estimated total development area*	*Estimated total Gross Floor Area*
Special Purpose Airport Zone	Air Services, (terminals aviation support facilities) ancillary development that may include, places of worship, short term accommodation, office, food and drink outlet, shop	75,000m^2	Upgrades and expansions to Terminal 1 and Terminal 2 – 22,000m^2



Skygate Precinct

An expansive commercial, office, retail and leisure offering at the entrance to Brisbane Airport, the Skygate Precinct is a popular destination with more than 160 specialty stores at the Direct Factory Outlet, as well as a hotel and a golf driving range.

The precinct is divided into four areas, Skygate Centre, Skygate Dining, DFO and Skygate Home & Life, each supported by parking, transport and pedestrian pathways. The development and landscape in the Skygate Precinct celebrate the distinctive subtropical character of SEQ. The overall outcomes of the Skygate Precinct are:

- A focus for Brisbane Airport's commercial, retail, food and drink and leisure offerings
- Enhancing or creating active pedestrian frontages with strong linkages between the four areas
- Suitable carparking, considered at a precinct level
- Maximising connections to public and active transport nodes.

POSSIBLE DEVELOPMENTS IN THE NEXT 5 YEARS

Land Use Zone	*Potential developments*	*Estimated development area*	*Estimated Gross Floor Area*
Major Centre	Office, shops, food and drink outlet, showroom, short-term accommodation and office	58,500m²	45,500m²



Airport Central Precinct

The Airport Central Precinct is surrounded by Brisbane Airport's major transport linkages, Moreton and Airport Drives and is strategically located between the Terminal Precinct and the Central Parking Area. The high-profile location, expansive land parcels and the flexibility offered by the greenfield environment present a unique opportunity to create distinctive and memorable projects within this precinct.

The precinct is adjacent to an environmental buffer to Kedron Brook, linking Brisbane Airport to Moreton Bay.

Taking into account the need for effective environmental management and the limitations of being located under the approach and take off paths for the western runway, part of this precinct, known as the Central Parking Area, primarily accommodates low-impact remote support facilities, such as vehicle parking, maintenance and storage. All of these services benefit from the precinct's central location and proximity to Moreton Drive, the airport's busiest transport corridor.

It is intended this precinct will celebrate a diverse range of uses through the establishment of several sub-precincts such as large format retail, food and beverage, leisure and potentially a recreation and broad range of research and technology industry uses. It is intended that all sites will be construction ready by 2031. The overall outcomes of the Airport Central Precinct are:

- Development preserves Kingsford Smith Memorial as a historic heritage site
- Provides staged development using a destination attractor/anchor to advance the development of the precinct
- Enhances connectivity between the precinct and the rest of Brisbane Airport
- Developments contribute to a sense of place of the precinct
- Development accommodates aviation support facilities
- Land use planning and development within the precinct that is located within ANEF 30 or higher will be informed by AS2021:2015. Development for the purposes of childcare centres will not be supported in the Airport Central Precinct.

POSSIBLE DEVELOPMENTS IN THE NEXT 5 YEARS

Land use zones	*Indicative development types*	*Estimated development area*	*Estimated Gross Floor Area*
Mixed Use	Large format retail, research and technology, indoor and outdoor sport and recreation, warehouse, office, function facilities, entertainment facilities, service station, parking station, shop	388,500m²	100,000m²
Mixed Use	Transport depot	40,000m²	15,000m²
Mixed Use	Air service (aviation support facilities)	48,000m²	Not applicable

General Aviation Precinct

General Aviation is recognised as an area with substantial development potential due to its land availability and proximity to the airfield. The precinct currently provides operational areas for smaller, charter carriers and service providers, including the Royal Flying Doctor Service and will be home to an Aeromedical Precinct that will connect regional, rural and remote Queenslanders to major hospitals and life-saving medical treatment.

Centrally located between Brisbane Airport's two runways, the precinct provides opportunities for critical aviation support facilities that require direct access to the airfield such as the expansion of general aviation and fixed-base operators and the potential for a premium joint-user fixed-base operator terminal facility.

The area is also popular with aircraft enthusiasts, providing the best vantage point for plane spotting at Brisbane Airport.

Most notably, part of the General Aviation Precinct has been identified to accommodate Terminal 3 development. This means interim uses may be allowed in this precinct through short-term leases, ensuring the land is ready for the potential need to accommodate expansions to Terminal 3 when required. While there are no current proposals for interim uses this precinct, a proposal would need to be fit with the possible land uses identified in the Special Use Airport Zone. The overall outcomes of the General Aviation Precinct are:

- Prioritisation of strategically planned areas for aviation support facilities such as into-plane facilities, utilities and fuel
- Development considers the landside and airside access limitations of the precinct, most notably the crossfield taxiways and the Dryandra Road underpass
- Increased opportunities for general aviation and fixed-base operators to attract new businesses and maximise the precinct's proximity to the runways and short aircraft taxi-times
- Interim uses may include aviation support services to support future T3 development (eg a secondary site for fuel facilities, BESS, utilities infrastructure), as well as designated areas for general aviation or FBO expansion
- Land use planning and development within the precinct that is located within ANEF 30 or higher will be informed by AS2021:2015.

POSSIBLE DEVELOPMENTS IN THE NEXT 5 YEARS

Land use zones	*Indicative development types*	*Estimated development area*	*Estimated Gross Floor Area*
Special Purpose Airport Zone	Air services (aviation support facilities, general aviation), battery storage facility, warehouse, office, food and drink outlet	46,000m²	25,000m²





Export Park Precinct

Export Park is a well-established industrial district. Organisations located at Export Park benefit from direct linkages to South East Queensland's dynamic transportation network, with many strategic sites also benefiting from prime airside access. Developments in Export Park are diverse in use and form, with large scale warehouses, freight handling and distribution centres, catering, wholesaling, and storage facilities.

The overall outcomes for the Export Park Precinct include:

- Development leverages direct linkages to the South-East Queensland transportation network to facilitate efficient movement of goods and services
- Strategic sites with existing or potential airside access prioritise development that directly benefits from airside access such as cargo and freight facilities.

POSSIBLE DEVELOPMENTS IN THE NEXT 5 YEARS

Land use zone	*Indicative development types*	*Estimated development area*	*Estimated Gross Floor Area*
General Industrial	Warehouse	77,000m²	35,000m²



Da Vinci Precinct

The Da Vinci precinct is located at the southern end of the airport and is an attractive location for a diverse range of aviation training, industrial, and commercial businesses. It accommodates corporate offices, specialised aviation education and training centres, mixed industry and business, warehouses, distribution, and storage and depot facilities in a business park environment.

The Da Vinci Precinct offers tenants good accessibility with transport connections to major local and arterial roads, facilities and amenities to meet the needs of workers, students and visitors. It provides a well-defined urban landscape environment which benefits from a clear gateway that creates a distinctive local address for development. The overall outcomes for the Da Vinci Precinct include:

- Strategic sites prioritise development that directly benefits from airside access such as cargo and freight facilities
- Land use planning and development within the precinct that is located within ANEF 30 or higher will be informed by AS2021:2015. No development for the purposes of a childcare centre will be permitted in this precinct.

POSSIBLE DEVELOPMENTS IN THE NEXT 5 YEARS

Land use zone	*Indicative development types*	*Estimated development area*	*Estimated Gross Floor Area*
Mixed Use	Warehouse, transport depot, air services (aviation training), office, food and drink outlet	106,000m^2	53,000m^2



Airport Industrial Park Precinct

Airport Industrial Park offers opportunities for industrial, research and technology developments. It currently accommodates a range of warehousing, storage, and distribution operations.

Opportunities exist across the 100-hectare site for the establishment of a wider range of uses, including those that benefit from adjacency to the specialised education centres within the Da Vinci precinct, and the current large scale industrial and aviation-related uses within Aerotech Park. The precinct also benefits from proximity to the southern end of the eastern runway with the potential for airside access and potential linkages to the Pinkenba/Eagle Farm Industrial areas.

A feature of the Airport Industrial Park is that the south-eastern area includes an Environmentally Significant Area. Brisbane Airport will continue to manage and conserve the natural characteristics of this area.

The overall outcomes for Airport Industrial Park include:

- Development sites connect to and promote a seamless, safe, and accessible pedestrian network
- Development includes a site-specific layout and internal configuration that is adaptive to changes in the market
- Land use planning and development within the precinct that is located within ANEF 30 or higher will be informed by AS2021:2015.

POSSIBLE DEVELOPMENTS IN THE NEXT 5 YEARS

Land use zone	*Indicative development types*	*Estimated development area*	*Estimated Gross Floor Area*
General Industrial	Warehouse, general industrial and transport depot	300,000m²	150,000m²
General Industrial	Research & Technology Industries	103,000m²	40,000m²

Aerotech Park Precinct

Aerotech Park is one of Brisbane Airport's most established aviation and industrial precincts.

Aerotech Park is currently home to aeronautical businesses, accommodating general aviation, aircraft maintenance, logistics, freight businesses, warehouses, distribution centres, and storage and depot facilities. These uses each benefit from direct and convenient airside access as well as links to multiple transport modes. The location also supports the clean working environment needed for sensitive tasks such as aircraft maintenance and testing.

The overall outcomes of Aerotech Park include:

- Strategic sites with existing or potential airside access prioritise development that directly benefits from airside access such as maintenance and repair overhaul (MRO) facilities
- Land use planning and development within the precinct that is located within ANEF 30 or higher will be informed by AS2021:2015.

POSSIBLE DEVELOPMENTS IN THE NEXT 5 YEARS

Land use zone	*Indicative development types*	*Estimated development area*	*Estimated Gross Floor Area*
General Industrial	Air Service (hangars, maintenance, repair and operations and aviation support facilities)	100,000m²	15,000m²



500ha

of land available
to develop



CHAPTER

11

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Aviation Plan

11.1 Overview

Brisbane Airport is the gateway to the world for Brisbane and Queensland. Ensuring adequate provision of airfield infrastructure and passenger terminals is vital for the continued growth of Brisbane Airport.

As Australia's most connected hub and having 24/7 international connections, Brisbane Airport needs to support a broad range of airline operations and be flexible to meet changing needs of passengers and airlines.

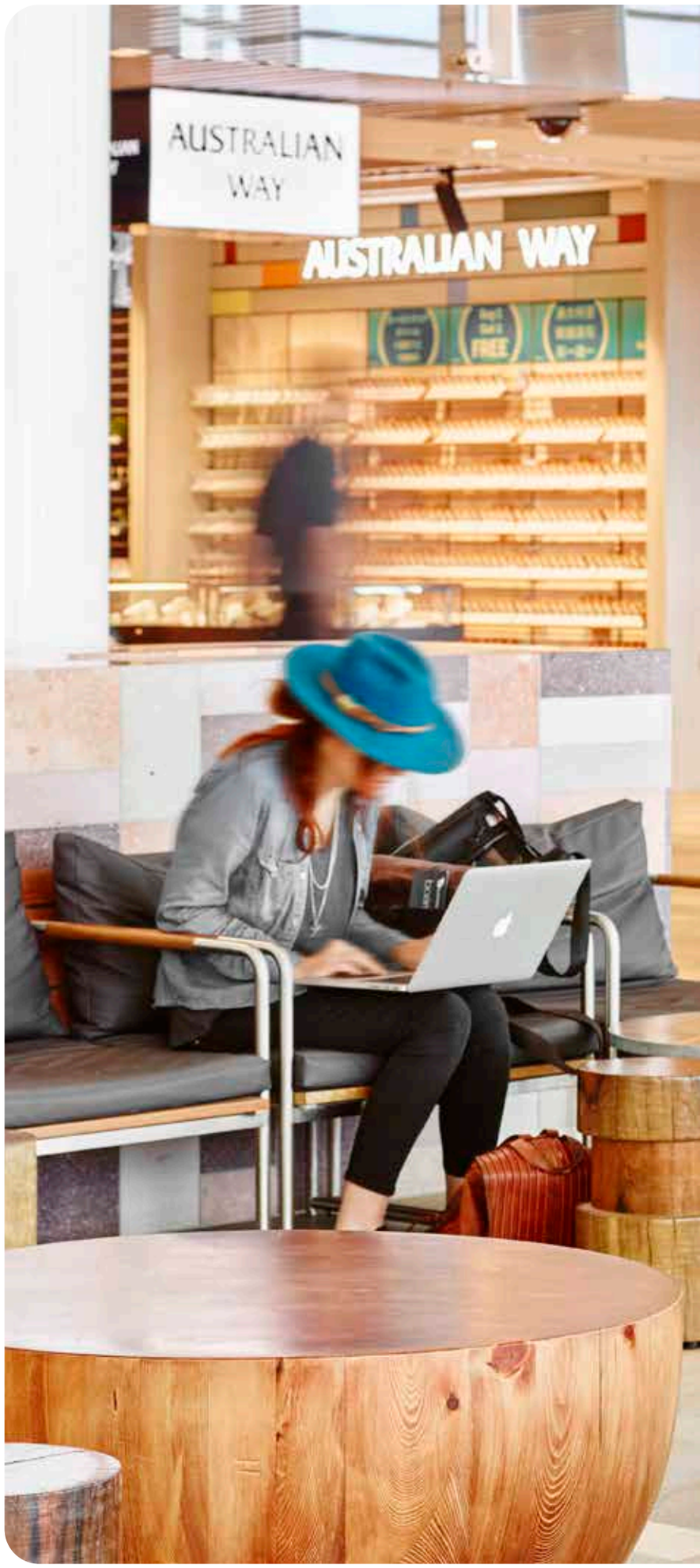
The Aviation Plan sets out the future development of Brisbane Airport's aeronautical infrastructure including airfield, terminals, and aviation support facilities. It aims to meet the current and future needs of passengers, airlines, and all relevant aviation support operations while considering regulatory requirements and operational constraints.

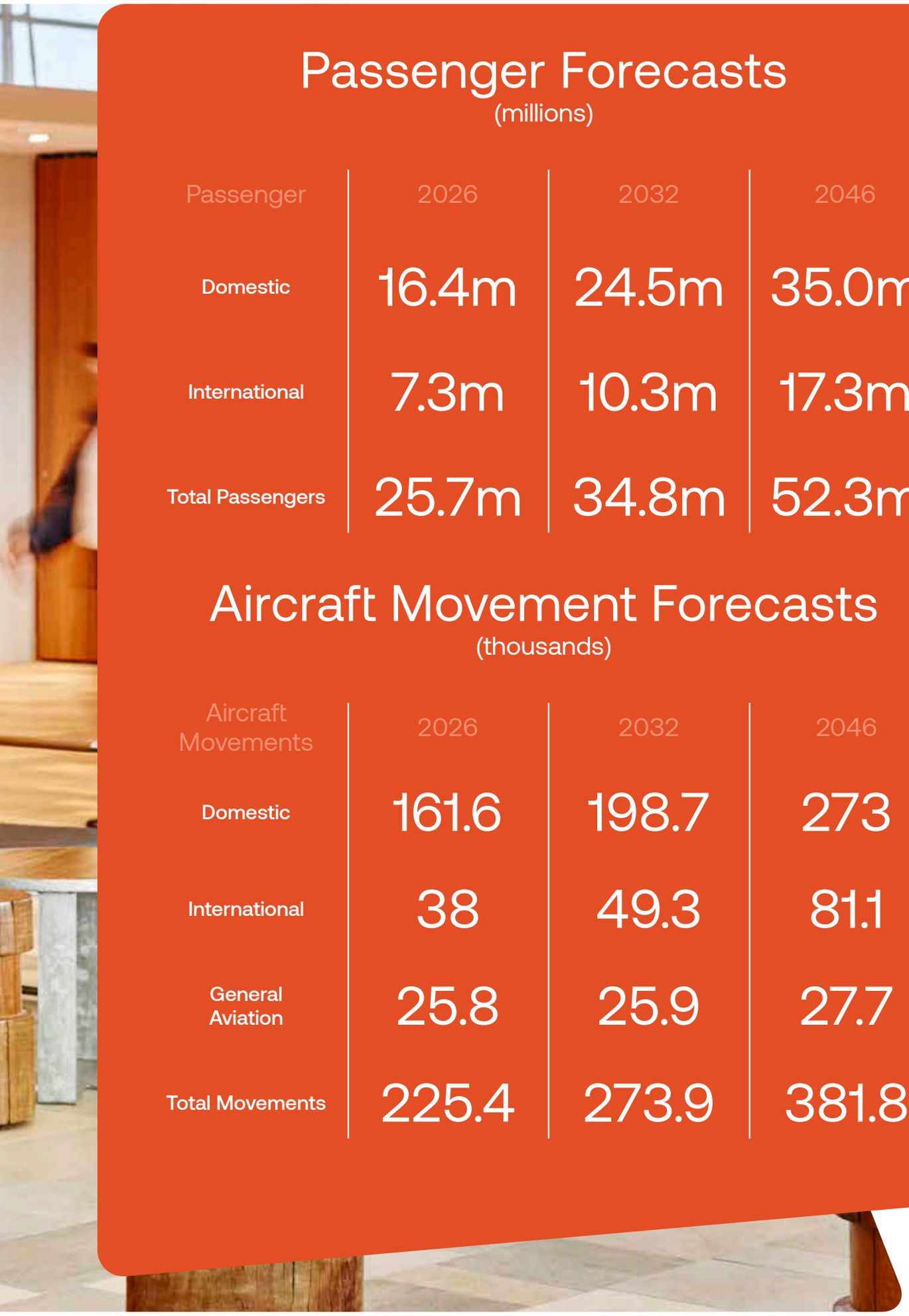
Passenger numbers at Brisbane Airport are forecast to more than double over the next 20 years, necessitating strategic long-term planning for terminal, airfield, and aviation support facilities.

As airline and passenger needs evolve due to technology, regulations, demographics, and climate change, the Aviation Plan emphasises incremental expansion to accommodate anticipated growth and BAC has engaged in thorough strategic planning to align with its vision and the needs of airlines, terminal retailers and passengers.

BAC aims to enhance its aeronautical infrastructure to tackle immediate challenges while preserving the integrity of its long-term strategies.

Planning for aviation infrastructure is based on a set of guiding principles and focuses on maintaining flexibility in development pathways to optimise the terminal and airside layout, considering the requirements at both 20 years, and ultimate operating capacity, to ensure areas for passenger and aircraft facilitation are safeguarded. It also includes a range of short-term projects envisaged for the next five years.





Passenger Forecasts
(millions)

Passenger	2026	2032	2046
Domestic	16.4m	24.5m	35.0m
International	7.3m	10.3m	17.3m
Total Passengers	25.7m	34.8m	52.3m

Aircraft Movement Forecasts
(thousands)

Aircraft Movements	2026	2032	2046
Domestic	161.6	198.7	273
International	38	49.3	81.1
General Aviation	25.8	25.9	27.7
Total Movements	225.4	273.9	381.8

Key aeronautical infrastructure projects since the 2020 Master Plan:

Terminal 1

- Baggage makeup area upgrades
- Security screening and retail upgrades
- Self-service check-in
- Passenger boarding bridge upgrades
- Passenger gate lounge expansion
- Precinct rooftop solar.

Terminal 2

- Retail upgrades
- Bathroom upgrades
- Security screening upgrade
- Self-service check-in
- Southern and northern bussing lounges
- Passenger boarding bridge upgrade.

Airfield

- Western runway opened
- Apron rectification works at T1.

Aviation Support Facilities

- Ground service equipment charging neighbourhoods.

Terminal 1 Security and Retail Upgrade Project

A significant refurbishment of the International Terminal, including expanded retail, food and beverage offerings, a new duty-free experience, and key changes that improve the passenger journey. New passenger and baggage screening equipment will align with government-mandated standards, allowing passengers to leave most items in their hand luggage. The check-in process will also be simplified for passengers — offering a more streamlined approach.

Terminal 2 Security Upgrade Project

Major upgrades to passenger and baggage screening equipment, aligned with government-mandated standards that means passengers will be able to leave most items in their hand luggage. It will also include direct entrance from the Skywalk to the Domestic Terminal for checked-in passengers with carry-on bags, greatly streamlining their airport experience and increasing capacity in the rest of the terminal.

Western runway construction

One of the largest aviation constructuion projects in Australia at the time, site works commenced in 2012 and construction completed in 2020 and included:

- A 3.3 km runway, 60m wide, topped with asphalt
- 12 km of taxiways
- Airside roads, drains, airfield lighting and signage
- Navigation aids, including an Instrument Landing System (ILS) and high intensity approach lighting system (HIAL) at both ends of the runway
- 300ha of landscaping to cover all non-paved areas of the airfield, and
- A four-lane underpass structure which links the T2 and General Aviation facilities.



11.2 Terminals Plan

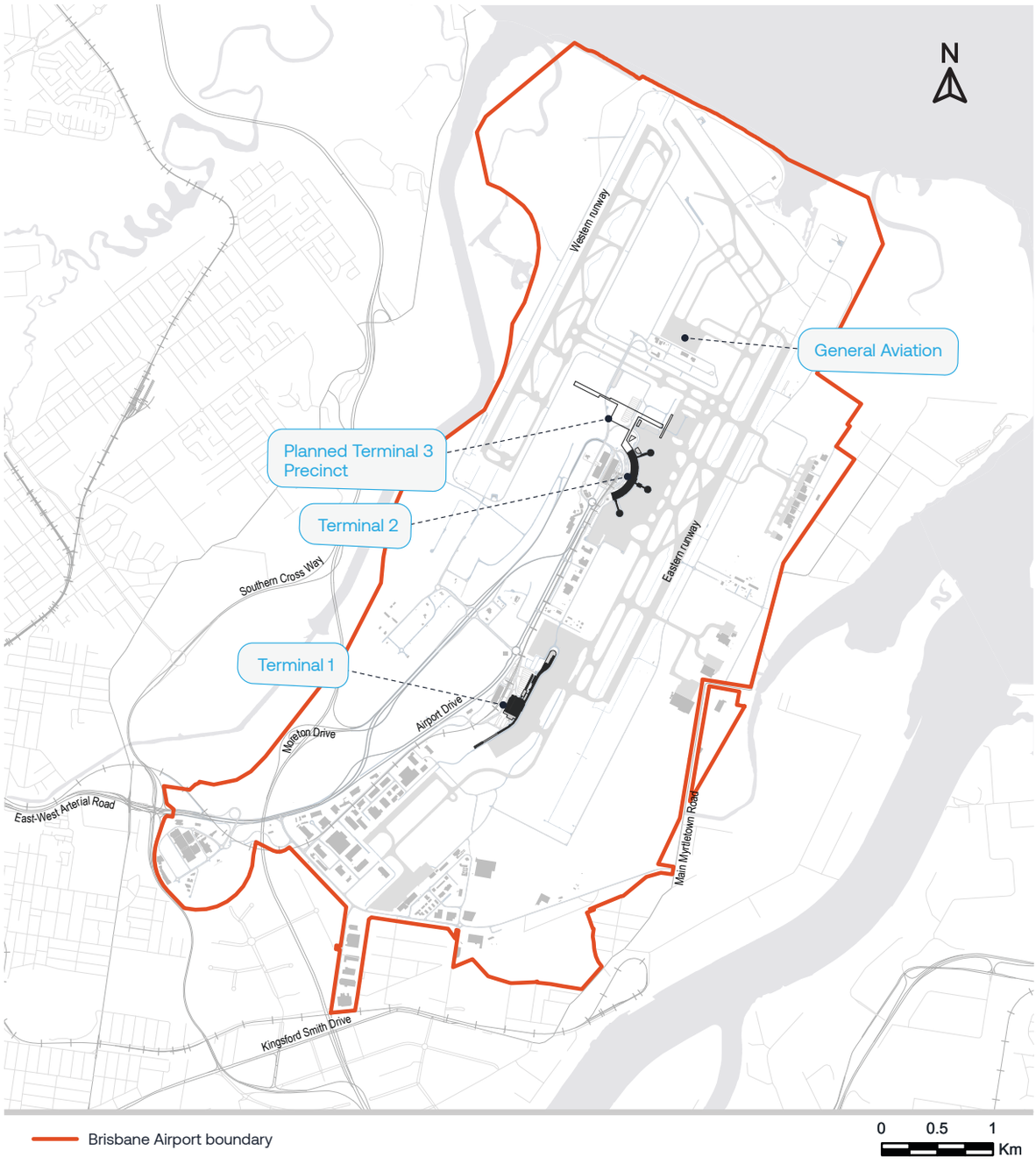
Brisbane Airport operates two main passenger terminals, located 1.5 km apart. Together, the two terminals facilitated the journeys of 24 million passengers in 2024.

This Master Plan presents revised terminal naming for the main passengers terminals which is consistent with naming conventions and other airports around the world. The designation for the International Terminal is Terminal 1 (T1) and the designation for the Domestic Terminal is Terminal 2 (T2).

The terminal plan outlined in this section describes the proposed development of passenger terminals over the next 20 years. This plan incorporates the ongoing use of the existing International Terminal 1 (T1) and Domestic Terminal 2 (T2), along with a new Terminal 3 (T3) precinct located to the north of T2. A smaller General Aviation Terminal is located north-east of the Domestic T2 Terminal and accommodates private and regional charter services throughout Queensland.

This section provides details on the current operations of each terminal, highlights significant new developments since the publication of the 2020 Master Plan, and outlines the future plans for the airport's terminal precincts.

FIGURE 11.1: LOCATIONS OF PASSENGER TERMINALS



Aviation Plan

11.2.1 International T1 Terminal

Terminal 1 (T1) opened in 1995, operating as a common-use facility for international airlines and comprises four-levels:

Level 1 – baggage handling, delivery dock, stores and airline offices

Level 2 – arrivals processing, airline offices, and landside retail

Level 3 – departures processing, departure lounges, airline lounges and airside retail

Level 4 – check-in, departures processing and landside retail.

Fourteen fixed links with aerobridges connect the terminal departure and arrival levels directly to the aircraft parking stands. Ground level facilities allow walk-out boarding and arrival access for six aircraft parking stands to the north and the south of the concourse.

International passenger forecasts indicate additional aircraft parking stands will be required in the short term at T1 and include stands connected to the terminal pier as well as remote stands requiring passengers to walk-out or use buses to access the aircraft.

Long-term development will include additional expansion of passenger processing areas within the terminal building and extensions of the terminal piers to connect to additional international aircraft parking stands by 2046. The long-term expansion of terminal capacity will be balanced with the capacity provided by the future T3 which is anticipated to ultimately accommodate both domestic and international passengers.

Planned projects at T1 in the next five years include:

- An expansion of the departure lounge areas, including departure bussing lounge for remote aircraft operations
- Baggage handling system capacity upgrades including additional areas to load and store baggage as it enters the system
- Expansion of self-service check-in areas
- Additional self-service processing facilities for arriving passengers at arrivals duty free, border and customs control points.

Projects at T1 over the next 20 years:

- Expansion of arrival and departure passenger processing areas
- Extension of terminal piers.

BAC will continue to monitor, upgrade and expand the terminal as required to accommodate demand in the international market while ensuring the continued delivery of a quality service to meet the needs of international airlines and passengers.

11.2.2 Domestic T2 Terminal

Terminal 2 (T2) first opened in 1988 and supports domestic passenger operations across two levels:

Level 1 – check-in and bag-drop, baggage handling system and baggage reclaim areas. Also located on this level are airline offices, regional boarding gates, ground transport kiosks, retail outlets and entry to premium lounges.

Level 2 – airline lounges, airline and airport staff offices, passenger security screening points, boarding gates, retail and food outlets.

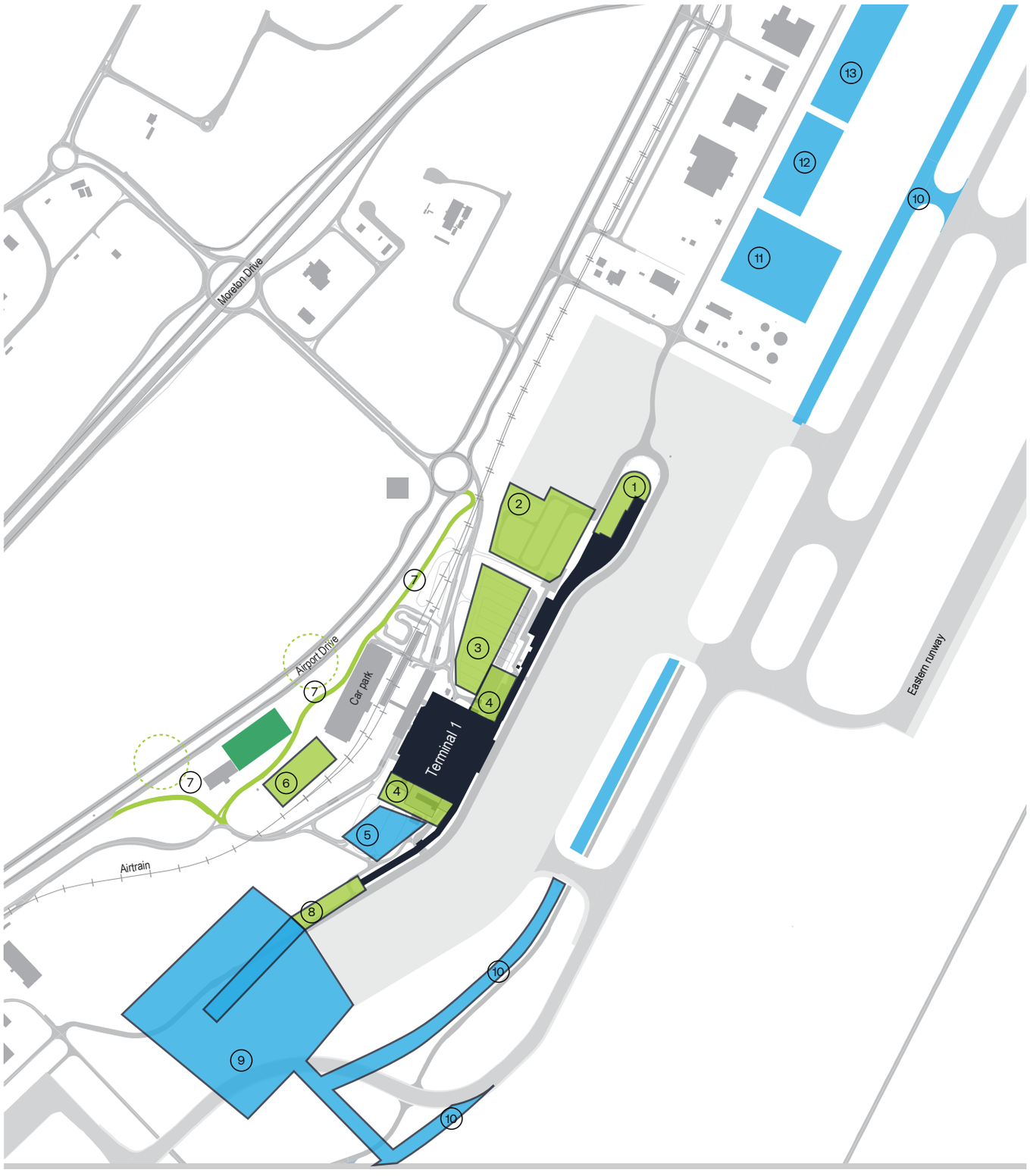
It's anticipated the current T2 Terminal footprint will be expanded to accommodate continued growth in the domestic market. Projects envisaged at the T2 Terminal in the next five years:

- Check-in upgrades including additional common-use self service facilities
- New departure lounges in the north and south of the terminal to support additional bussing operations
- Central and Southern Baggage Reclaim upgrades.

Projects envisaged at the T2 Terminal over the next 20 years:

- Terminal amenity improvements and refresh to maintain operational capacity and passenger experience
- Upgrades to passenger processing in line with technology opportunities and legislative drivers.

FIGURE 11.2: T1 EXPANSION OVER THE NEXT 20 YEARS



Terminal 1 Plan

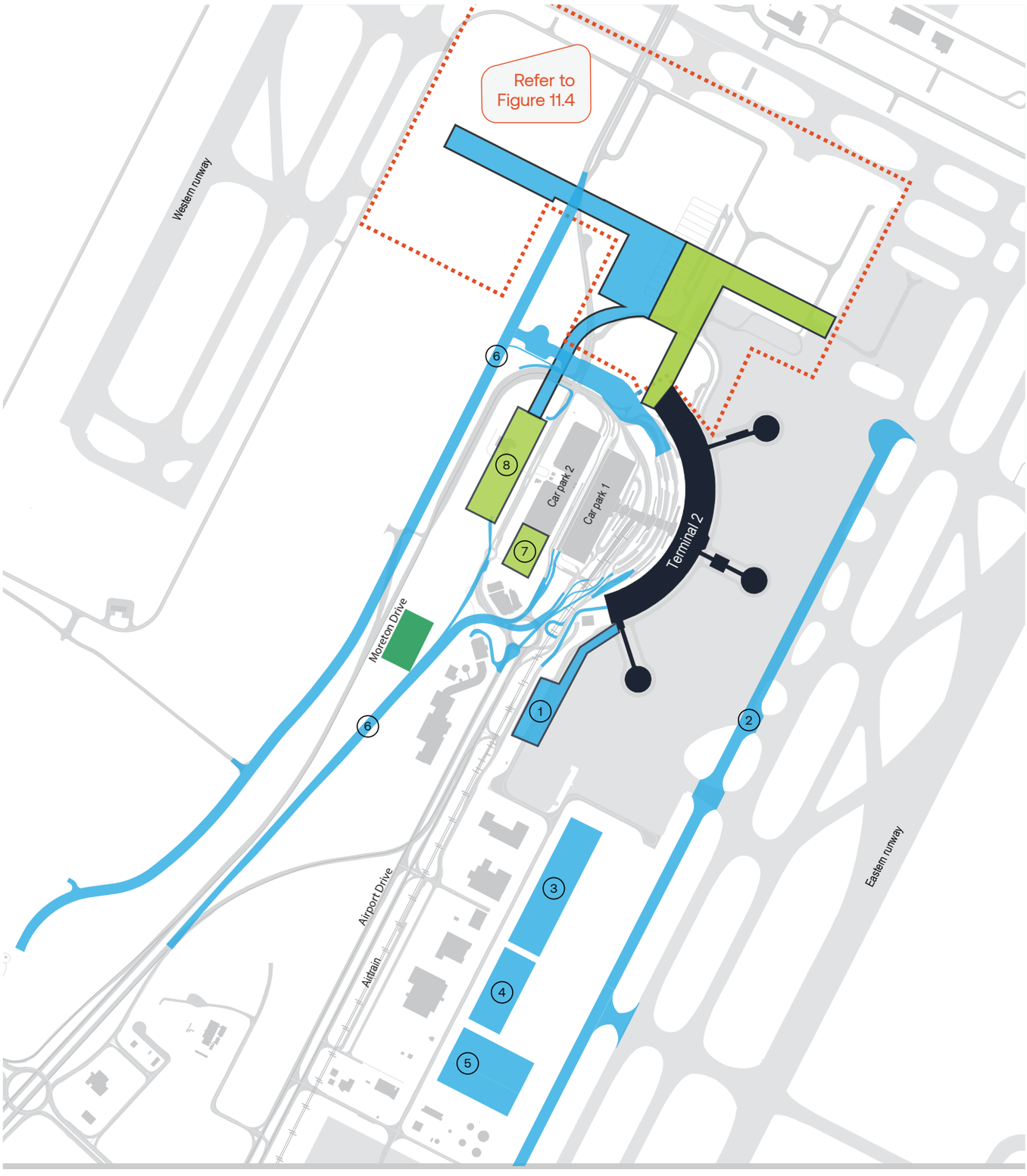
- Planned Developments to 2031
- Potential Developments to 2046
- Long term vertiport reserve

1. Northern Pier extention
2. Apron extension
3. Pick up and drop off facility
4. Terminal Building expansion
5. Ground Transport Centre
6. Car park
7. Road and intersection upgrades
8. Southern Pier extension
9. Apron expansion
10. Taxiway upgrades
11. Aircraft refuelling reserve
12. Future freight and cargo development
13. GSE Reserve

N

0 80 160 m

FIGURE 11.3: T2 PLANNED EXPANSIONS



Terminal 2 Plan

- Planned Developments to 2031
- Terminal and Airfield Expansions to 2046
- Long term vertiport reserve
- Terminal 3 Precinct

1. Southern Pier extention
2. Taxiway re-alignment
3. GSE Reserve
4. Future freight and cargo development
5. Aircraft refuelling reserve
6. Ground transport upgrades
7. Car park – under construction
8. Car park

N

0 100 200 m


nata

11.2.3 T3 Terminal Precinct

Planning studies for Brisbane Airport indicate that when domestic passenger numbers reach 25 million passengers per annum (anticipated around 2032) additional terminal floor area will be required for domestic operations and processing facilities. It is also anticipated that additional international terminal capacity will be required when the existing Terminal 1 reaches 10-12 million passengers (anticipated around 2030-2034).

Several expansion options were assessed to address terminal requirements, as well as seamless passenger travel concepts, and expansion of existing passenger terminals. These options were evaluated based on detailed criteria which identified a new modular terminal expansion as the preferred pathway. A new modular terminal allows for passenger processing and handling spaces that can be progressively developed in a manner that is able to adapt to future seamless passenger processes and co-location of domestic and international operations.

The strategic drivers for developing T3 include:

- A staged approach to delivering aviation capacity
- Planning for an integrated precinct which includes landside connectivity
- Continued detailed engagement with airlines to facilitate alignment of the short, medium, and long-term terminal infrastructure needs
- A balanced outcome between commercial development costs, capacity needs and the continued retention and operation of T1 and T2.

The location of T3 begins to shift the operational centre of passenger and aircraft facilitation to a location between the parallel runways which results in optimal airfield access and reduced aircraft taxi times.

The Terminal 3 Precinct has been planned to include:

- Co-location of international and domestic operations – optimising space and process utilisation, as well as improving passenger transfer connections
- Flexible allocation of space and processing capacity depending on airline allocation and specific growth requirements. It is intended the terminal operations will accommodate a mix of carriers
- Adaptability to regulatory changes in passenger processing (e.g. common international/departure lounge) and convert terminal area from processing to commercial as new technologies reduce processing times and space requirements
- Flexible and adaptable design to incorporate sustainable solutions to achieve circular terminal operations (net zero emissions, zero waste and water management)
- Universal design fundamentals throughout the passenger journeys and worker spaces.

The size of T3 has been informed through terminal planning studies, airline consultation, and precinct commercial opportunities underpinned by the desired customer experience. The initial stage of T3 is planned for completion in the early to mid 2030s and will be delivered in stages to meet passenger demand.

Key components will include:

- First stage of the terminal build is planned to accommodate international and domestic operations with ability to swing security lanes, reclaim and gates using a call to gate operation for passengers
- Forecourt serving as an interchange space between kerbside, T3 and T2 – forecourt & kerbside
- Connections to existing landside transport corridors
- Passenger connection to existing T2
- Airside interface to northern apron, and
- Hotel development.

T3 will be incrementally expanded over the coming decades to meet growth forecasts. Expansions will occur in line with growth in passenger forecasts.

Key stages are expected by 2040 and 2046. Long-term land use reservation has been made through this planning process to ensure adequate area for terminal expansion is available. The following figure illustrates how T3 could expand over the next 20 years to accommodate up to approximately 18 million passengers per year.

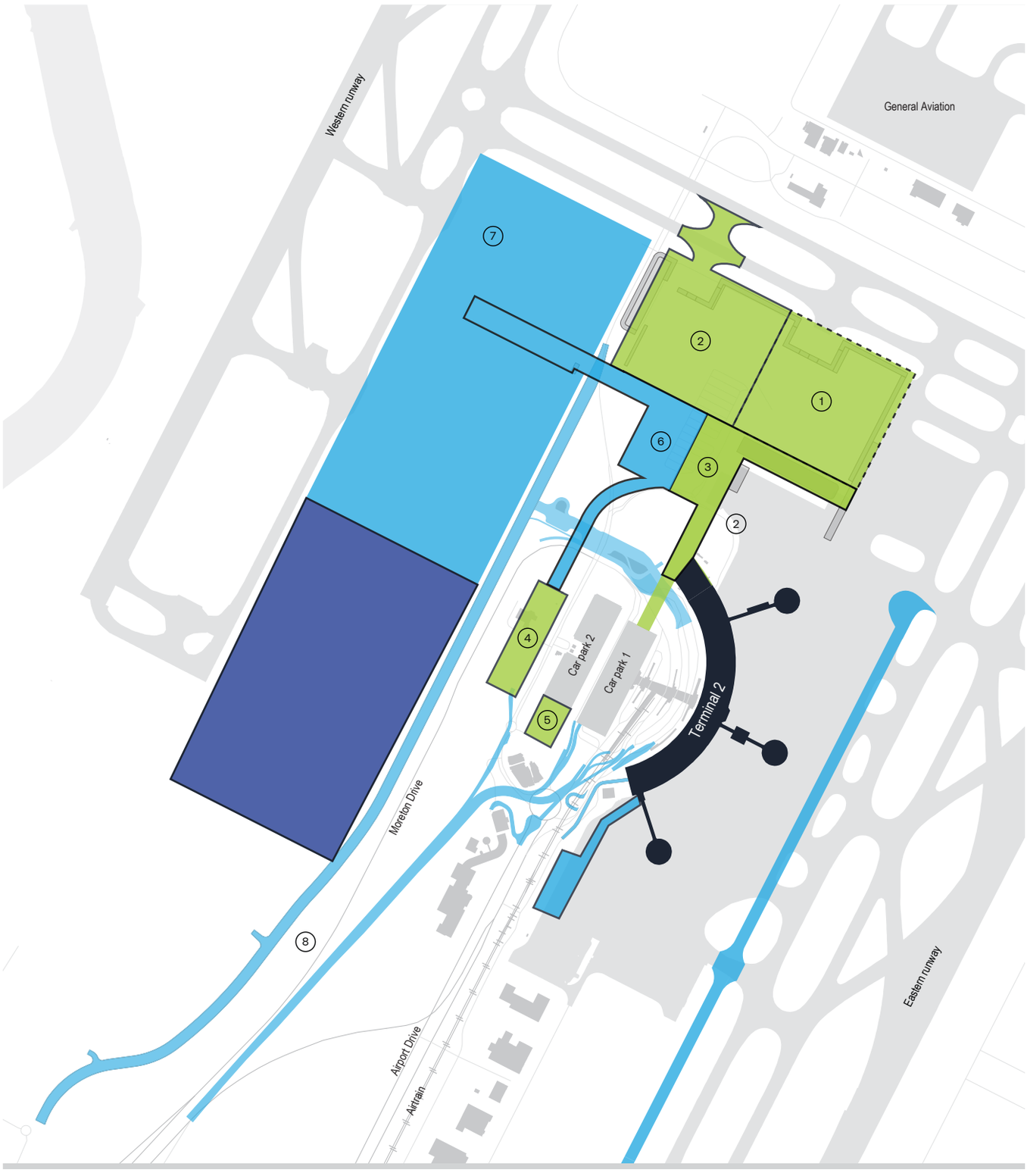
The key components expected to be delivered as part of this future development include:

- Common departures lounge operation with international border at gate
- Integrated ground transport centre with future hotel
- Multi-level pick-up and drop off facility in forecourt, and
- Dedicated premium security lanes.

Beyond this, future reservation for terminal expansion has been identified adjacent to the western runway.



FIGURE 11.4: FUTURE TERMINAL DEVELOPMENT



Terminal 3 Plan

- Planned Developments to 2031
- Potential Developments to 2046
- Airfield and terminal expansion beyond 2046
- Construction to 2028

1. Northern apron (2028)
2. Apron development (2031)
3. Terminal development
4. Car park
5. Car park – under construction
6. Terminal development to 2046
7. Airfield expansion to 2046
8. Ground Transport upgrades

N

0 100 200 m

11.3 Airfield Plan

This section outlines the current operations of the airfield and future upgrades to respond to anticipated growth over the planning period.

11.3.1 Runways

Brisbane Airport has two widely spaced (2km) parallel runways as set out in Figure 11.5, the eastern and western runways. This runway system has been designed for independent runway operation capability, meaning simultaneous arrivals or departures can occur on both runways. The eastern runway opened in 1988, and the western runway opened in 2020.

Brisbane Airport predominantly uses a "compass mode" system to manage aircraft movements, which is based on the direction from which aircraft are approaching or departing.

- The eastern runway is typically used by aircraft operating to and from the south and east of Brisbane
- The western runway is generally used by aircraft operating to and from the north and west of Brisbane.

This runway system helps to minimise airspace conflicts between aircraft, and streamline air traffic management, making the airport's operations safer and more efficient.

The existing lengths of both runways are sufficient for current operations. Land under the runway approaches at the southern end will continue to be safeguarded for the possible provision of a future extension to each runway to accommodate emerging aircraft variants and performance characteristics should additional runway length be required.

Design characteristics of the two parallel runways at Brisbane Airport are summarised in Table 11.1.

TABLE 11.1: RUNWAY CHARACTERISTICS

	EASTERN RUNWAY	WESTERN RUNWAY
DESIGNATION	01R/19L	01L/19R
RUNWAY WIDTH	45 m	60 m
RUNWAY LENGTH	3,560 m (extension safeguarded to 4,040 m)	3,300 m (extension safeguarded to 3,600 m)
RUNWAY STRIP WIDTH	300 m	300 m

Brisbane Airport's cross runway was decommissioned in 2020 and is used for long-term aircraft parking. This allows Brisbane Airport to optimise the operational space while accommodating the growing demand for aircraft storage.

Planned projects for the runway system in the planning period include:

- Upgrades to airfield infrastructure including lighting and signage upgrades
- Surface rejuvenation on the eastern runway.

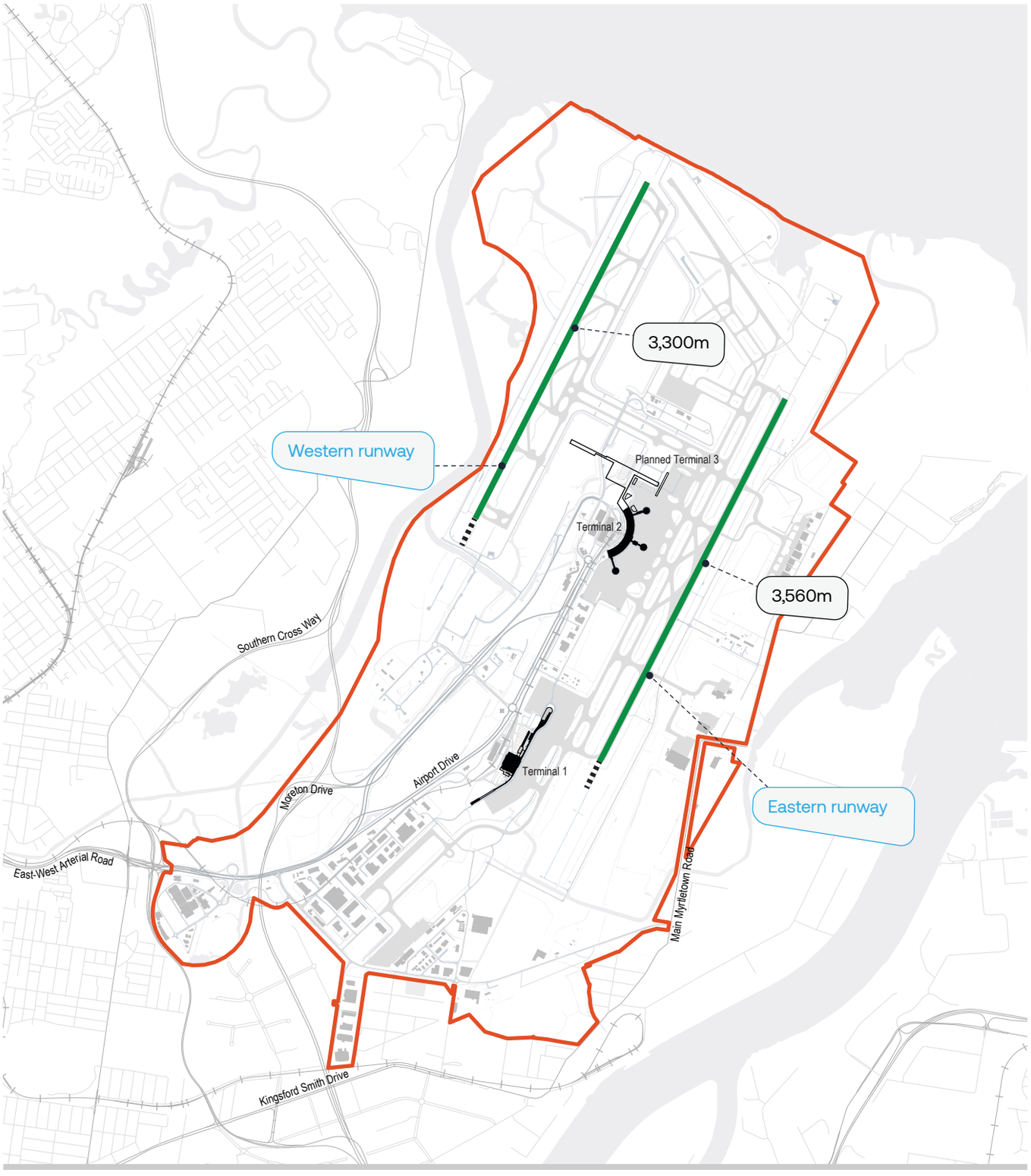
11.3.2 Taxiways

The runways are served by a taxiway network which provides connection to aircraft parking aprons and other aviation support facilities such as maintenance hangars on the eastern side of the airport.

There are two full length parallel taxiways that service the eastern runway. There is also one full length parallel taxiway that services the western runway with multiple connecting taxiways. Additional parallel taxiway segments to service the western runway have been safeguarded for and will be constructed in the future in line with traffic growth.

Dual cross-field taxiways between the eastern and western runway systems provide critical access across the airfield, located in the mid-field north of T2. T3 will be located to the south of the existing cross-field taxiways and it is anticipated that additional crossfield taxiway connections will be required over the planning period to maintain resilient taxiway connectivity across the airfield as aircraft activity increases.

FIGURE 11.5: OPERATIONAL RUNWAYS AT BRISBANE AIRPORT.



11.3.3 Parking Aprons

T1 Apron

The current T1 apron consists of high strength concrete pavement servicing all aerobridge and remote stands.

The T1 apron has provision for 19 aircraft stands, of which seven are Multiple Aircraft Ramp System (MARS) configurations. These systems offer flexibility in terms of the number and type of aircraft that can be parked on the apron at any time. Complementing this are several non-aerobridge stands which are used for both remote parking and walk-out boarding of passenger services.

Table 11.2 sets out the current aircraft parking stands at T1.

An in-ground fuel hydrant system is connected to the Joint User Hydrant Installation (JUHI) depot facility and services all of the T1 aircraft stands in current operation.

The T1 Apron is proposed to expand in the initial five years of this Master Plan period to accommodate new walk-out aircraft stands to the south of T1. It is expected expansion will involve reconfiguring existing stands and the construction of at least two new stands to cater for a range of aircraft sizes.

Additional capacity for T1 can also be realised through bussing passengers to the existing remote stands on the southern T2 apron.

Over the 20-year planning period, expansion of the international apron will be safeguarded to the north, along the northern pier, and south (further expansion of the southern pier and associated contact parking stands), as well as within the central apron between T1 and T2.

TABLE 11.2: T1 AIRCRAFT STAND CAPACITY

DESIGN STANDARD	CONFIGURATION	AVAILABLE STANDS	CAPACITY (TOTAL)	TERMINAL CONNECTION
Code E (Typical medium to long haul aircraft such as B787 or A350)	Single	11	11 Code E, or up to 11 Code C	Aerobridge
		1	1 Code E or up to 1 Code C	Walk-out
Code F (typical long haul aircraft such as A380)	MARS*	4	4 Code F, or up to 8 Code C	Aerobridge
		3	3 Code F aircraft, or up to 6 Code C	Walk-out

* Multiple Aircraft Ramp System (MARS) configurations that can accommodate either 1 widebody or 2 narrow body aircraft

TABLE 11.3 :T2 AIRCRAFT STAND CAPACITY

DESIGN STANDARD	CONFIGURATION	AVAILABLE STANDS	TERMINAL CONNECTION
Code C (typical regional aircraft such as Q400 or aircraft with a wingspan less than 29m)	Single	4	Walk-out
		4	Remote (bussed)
Code C (typical short haul aircraft such as B737 or A320)	Single	19	Aerobridge
		11	Walk-out
		22	Remote
Code Code E (Typical medium to long haul aircraft such as B787 or A350)	Single	2	Aerobridge



T2 Apron

The current T2 apron consists of high strength concrete pavement servicing all aerobridge and remote stands, except for five aircraft stands used by regional aircraft that are flexible pavement.

The T2 apron has provision for 62 aircraft stands. Characteristics of T2 aircraft stands are outlined in Table 11.3.

An in-ground fuel hydrant system is connected to the Joint User Hydrant Installation (JUHI) depot facility and services around half of all existing stands. GSE storage areas are located to the south and north of the apron.

To increase capacity, over time additional remote operations will be facilitated through domestic passenger bussing to the remote parking aprons to the north and south of the Domestic T2 Terminal.

Additional domestic apron capacity will be provided through the early development of the T3 apron to the north over the next five years to support the increasing domestic aircraft operations.

New Northern Apron

This apron will be developed in stages, with the initial stages supporting domestic operations from 2028 onwards. As the T3 precinct is expanded over time and the terminal building is incrementally expanded, the apron will be expanded to the west to supply apron capacity for T3.

These new apron areas will be serviced by an in-ground fuel hydrant system connecting to the existing JUHI.

Along with apron area, additional airside road infrastructure and aviation support facilities such as GSE staging, storage and into-plane hydrant refuelling and truck parking will be constructed as required.

A complementary taxiway network will be developed, which will link the T3 apron to the cross-field taxiway system.

Logistics Apron

The logistics apron is used by a variety of aircraft including cargo/freight, visiting ad-hoc aircraft (including visiting Australian and International military aircraft), and as in-active stands for commercial international aircraft.

In 2024 the logistics apron was reconfigured to provide for 4 Code F MARS positions. In-ground aviation fuel is not available at the logistics apron and is not proposed within the planning period.

Airport South Parking Area

The original “Eagle Farm” Brisbane Airport runway, now referred to as Airport South Parking Area, is located to the south of the airfield and serves in-active (non-passenger) aircraft parking for up to 12 Code C aircraft. Aircraft utilising Airport South Parking Area parking stands are primarily domestic commercial aircraft or smaller cargo/freight aircraft.

In the short term it is proposed to undertake small upgrades, such as high mast lighting, to improve the functionality of the area and enable the facilitation of minor aircraft maintenance at night.

General Aviation Apron

The General Aviation (GA) apron is approximately 78,000m^2 and provides aircraft parking for a variety of airlines and aircraft types up to Code C design standard. The GA Apron and connecting taxiways are comprised of flexible pavement with an aircraft weight limitation of 66,000kg.

A GA apron expansion is anticipated to occur within the next five years to support growth in GA activity and associated facilities.

11.3.4 Navigational Aids and Systems

Safe and secure aircraft operations are paramount to Brisbane Airport. Critical to this is the provision and operation of navigation aids on Brisbane Airport. There are several navigation aids used daily in airport operations. It's expected that these navigation aids will continue to be used and updated in line with the adoption of new technology.

Instrument Landing System

The key navigational aids at Brisbane Airport are the Instrument Landing Systems (ILS), currently operating at ICAO Category 1 standard. It is available on both runways in each direction and is used by aircraft landing in lower visibility conditions or at night.

Brisbane Airport regularly reviews the existing capability of the ILS to determine whether further upgrades are required beyond the Category 1 standard. To future proof for a possible upgrade, the western runway has hardware and underground conduits already installed to expedite an upgrade to a Category 2 or 3 ILS.

It is anticipated that existing ILS equipment on the eastern runway will be replaced and upgraded by Airservices Australia within the period of this Master Plan as it reaches the end of operational life. The new equipment would be able to support Category 2 or 3 instrument approaches and therefore appropriate safeguarding of building restricted areas will be maintained to enable future upgrades on both runways.

It is anticipated that the ILS will remain a relevant navigational aid in the foreseeable future. Advances in technology utilising satellite systems may impact the future use of the system, however, it is likely to remain in use as a back-up system for operational resilience.

Radio Navigation Systems

Brisbane Airport uses Very High Frequency Omni-Directional Range (VOR) and distance measuring equipment (DME) combined radio navigation stations for aircraft.

The VOR produces an angle between the station and the receiver in the aircraft, while DME does the same for range. Together, they provide the two measurements needed to produce a navigational "fix" using a chart.

Airservices Australia has indicated that within the planning period of this Master Plan, the VOR will become redundant although remain part of the Backup Navigation Network maintained by Airservices Australia. The DME will continue to be used in conjunction with the ILS when the VOR becomes part of the Backup Navigation Network.

Radar Facilities

A Surveillance Radar facility is established at Mt. Hardgrave on North Stradbroke Island and an on-airport Terminal Area Radar is located at Brisbane Airport. It is anticipated both surveillance radar installations will remain operational for the foreseeable future.



Surface Movement Control

Airservices Australia has an established surface movement radar (SMR) system at Brisbane Airport.

The transponder-based system provides comprehensive real-time surveillance of all aircraft and vehicles moving around the airfield inclusive of terminal apron areas. It assists Air Traffic Control in managing flight operations at Brisbane Airport and further reducing the risk of runway incursions.

The system involves two installations adjacent to each runway comprising a system of antennas with capability to triangulate all areas of the movement area.

The separation of aircraft taxiing on the apron maneuvering area is a joint pilot and air traffic controller responsibility. Brisbane Airport supports digital solutions to provide additional information to the surface movement controller within Air Traffic Control when required.

Future Navigational Aids and Systems

Brisbane Airport continues to monitor emerging navigation aids in consultation with airlines and Airservices Australia. Upgrades to any navigation aids are dependent on the required capability of aircraft fleets and their renewal cycles.

One such example of emerging technology is the adoption of satellite tracking as an alternative to land-based navigation equipment. Some airports have installed Ground Based Augmentation Systems (GBAS), which are satellite-based precision landing systems. Since siting a GBAS is not dependent on proximity to a runway, there are many siting options available, potentially reducing the need for extensive land preparation typically associated with radio navigation aids.



Aviation support facilities are crucial for maintaining the seamless and efficient operation of Brisbane Airport.

11.4 Aviation Support Facilities

Aviation support facilities are crucial for maintaining the seamless and efficient operation of Brisbane Airport. Ensuring these facilities are strategically planned and well-maintained is essential for the safe, secure, and efficient functioning of airlines, passengers, and businesses utilising the airport. Essential support facilities provided by Brisbane Airport include:

- General aviation and fixed-base operators
- Cargo and freight facilities
- In-flight catering
- Fuel facilities
- Ground service equipment storage, staging and maintenance
- Maintenance, repair and overhaul
- Airservices Australia facilities.

Future requirements for these support facilities have been developed using planning parameters with metrics derived from the 20-year forecast for passenger and aircraft movements for the planning period. Strategic locations have been identified through an options-based planning process that considered future technologies, engineering requirements, operational performance, connectivity, risk, sustainability and overall feasibility.

The future aviation support facility requirements are described in this section with the locations mapped on Figure 11.6. The mapping aims to integrate planning for aviation support facilities with land use planning, ensuring provision in a planned and coordinated manner.

11.4.1 General Aviation / FBO

General aviation is a vital component of Brisbane Airport's operations, bringing important economic and social value, supports pilot training and underpins critical services such as education, healthcare and emergency response.

General aviation operators are currently spread across multiple locations in Aerotech Park, Airport North and the Da Vinci precincts. Most of operations are concentrated in the Airport North precinct where current tenant facilities serve a range of activities including aeromedical, general aviation charter flights, fly-in/fly-out (FIFO), regional freight and private/ business jet facilitation.

The Airport North Precinct features a common-use aircraft parking apron capable of accommodating a variety of aircraft sizes up to aircraft design Code C (typical interstate or short haul aircraft) as well as a small common-use terminal to facilitate charter passenger services.

A new aeromedical precinct is under construction in this area that will consolidate aeromedical service providers such as Royal Flying Doctor Service (RFDS), Life Flight Recovery Services Queensland (part of Queensland Health) in new dedicated facilities. It will also accommodate the Queensland Government Air Wing.

There is continued support and growth anticipated for general aviation in the Airport North Precinct to offer the highest performance in terms of operability and ability to stage future infrastructure growth. Over the next 20 years, Brisbane Airport is anticipated to require an additional 12 ha for general aviation.

This additional area would accommodate up to 35,000 m^2 for a premium general aviation facility to accommodate private / business jet facilitation, hangarage and premium lounge and business facilities.

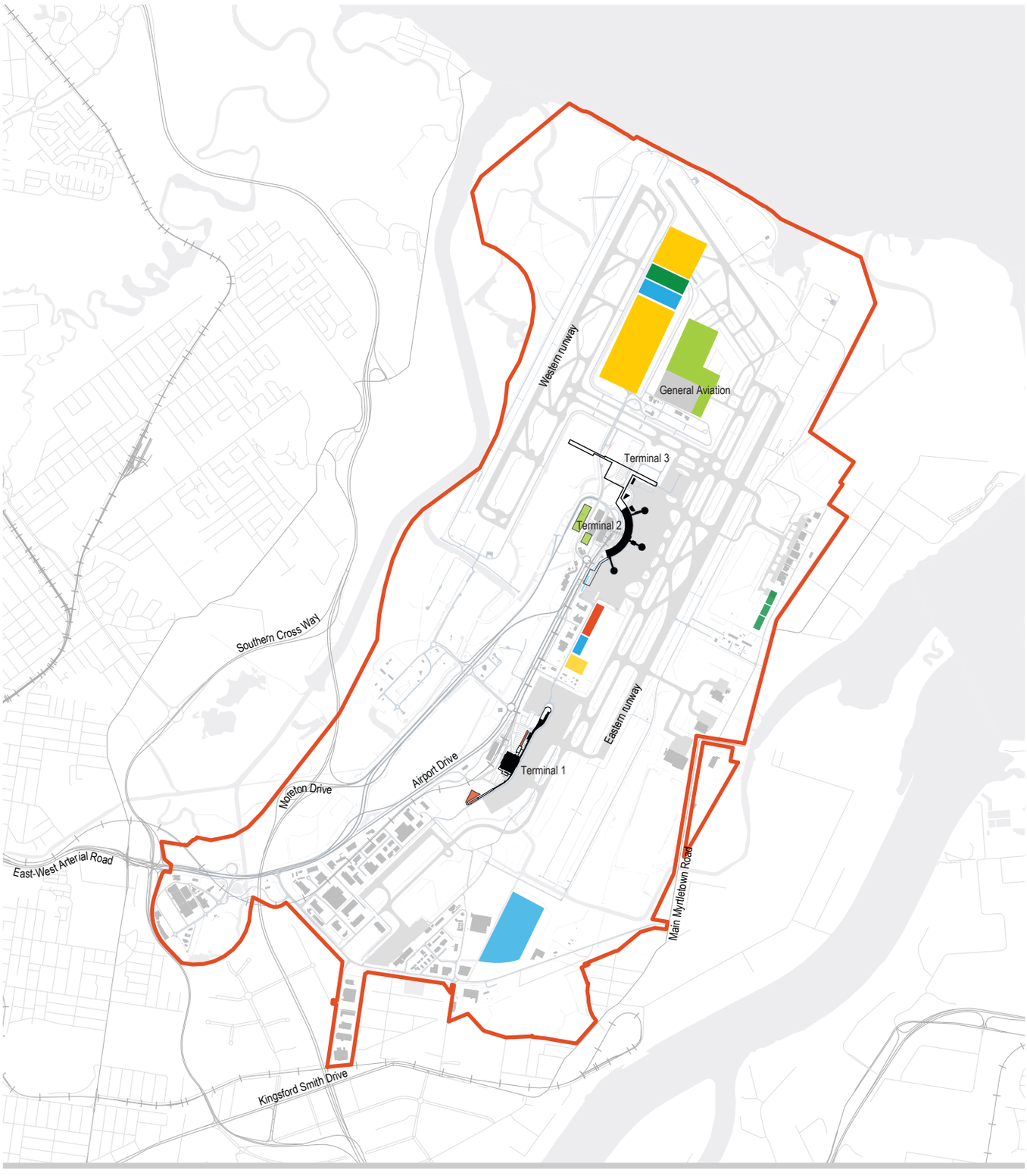
A general aviation apron expansion will also occur over the next five years to support general aviation operations and the premium general aviation facility.

11.4.2 Maintenance, Repair and Overhaul

There are a range of maintenance, repair and overhaul (MRO) facilities located within the Airport East precinct covering an area of approximately 37.5 ha. The facilities are operated by airlines or third-party service providers who undertake a range of aircraft maintenance and engineering services for both civilian and defence aircraft and the facilities are predominantly driven by long-term contracts to maintain aircraft fleet types commonly operating in Australia and at Brisbane Airport.

Growth of these facilities is not linked to passenger or aircraft movement demand. As a result, future facility requirements will be dependent on market opportunities identified and implemented by BAC. It is anticipated approximately 15 ha will be required in Airport East over the planning period to accommodate future MRO facilities based on market demand.

FIGURE 11.6: AVIATION SUPPORT FACILITIES SAFEGUARDING



11.4.3 Cargo and Freight Facilities

Brisbane Airport plays a vital role in facilitating air cargo and freight, serving as an international gateway for imported goods and a key trade hub for Queensland's high-value exports. Existing cargo and freight operations are primarily located within the Export Park, Da Vinci and Terminal Area precincts, providing efficient landside and airside access for goods to move between road vehicles and aircraft carrying freight.

Broadly, the existing cargo and freight operators at Brisbane Airport are categorised into three groups: cargo terminal operators, warehouse/freight forwarders and the aircraft operators who carry freight through passenger aircraft or dedicated freight aircraft. Consultation with existing cargo and freight operators has highlighted a need for improvements to airside road connectivity between the T1 and T2 terminal buildings.

It's forecast that an additional 38 ha of land over the next 20 years will be needed to cater for growth in cargo and freight operations at Brisbane Airport. Key considerations for the placement of cargo and freight facilities include efficient movement of goods to and from aircraft as well as prioritising connectivity to landside roads for freight forwarding facilities.

With existing cargo and freight facilities currently concentrated in Export Park, Da Vinci and Central Terminal Area precincts, the planning intent is to enhance these areas with nearby land in Airport Industrial Park, while also establishing new, centrally located facilities to ensure closer proximity to future aircraft operations. These centralised facilities will support staging areas for cargo carried by passenger aircraft.

11.4.4 In-Flight Catering

In-flight catering facilities are crucial for supporting airline operations from Brisbane Airport and are currently located in Central Terminal area, Export Park, and Da Vinci precincts. Key services of these facilities include:

- Storage and replenishment of supplies, toiletries and equipment
- Food preparation and storage
- Management of food waste generated in flight.

The existing land area to support these facilities is currently underprovided and to meet both current and future needs, approximately 9 ha have been reserved for the expansion of in-flight catering facilities in the Airport Central Precinct. This allocation balances the preference for direct airside access with the need for operational efficiency.

11.4.5 Aviation Fuel Facilities

Fuel Storage and Hydrant Refuelling Capability

Aircraft fuel infrastructure at Brisbane Airport comprises of onsite storage tanks and a pipeline network connected to aircraft parking stand hydrants to deliver fuel efficiently and directly to aircraft rather than via tanker refuelling. The infrastructure is currently managed by a joint venture of fuel companies and is referred to as the joint user hydrant installation (JUHI).

The JUHI facility at Brisbane Airport is situated between T1 and T2. It comprises of four storage tanks with a combined fuel capacity of 12.8ML. The current fuel reserve at Brisbane Airport allows for approximately three days storage, meeting the industry benchmark for resilience against supply disruption events.

The hydrant refuelling network encompasses two spurs covering aircraft parking stands at the T2 aprons to the north and T1 aprons to the south. Expansion of fuelling infrastructure is expected to occur alongside future apron expansion at existing terminals and T3 once developed.

With sufficient landside and airside access, the existing storage site can be expanded by approximately 1.3 ha to accommodate the forecasting increase demand for fuelling activities within the planning period. A secondary location in the General Aviation Precinct has been identified as a supplementary fuel facility to further enhance fuel supply resilience at Brisbane Airport which would include the potential to accommodate both fuel storage tanks and bowser refuelling activities. Further, critical to the efficient delivery of fuel to aircraft, another into-plane parking area for hydrant refuelling trucks has been safeguarded in the vicinity of T3.

11.4.6 Ground Service Equipment: Storage, Staging and Maintenance

Ground Service Equipment (GSE) supports the operations of aircraft on the ground. GSE areas are provided both on aircraft stands and longer-term parking areas away from the aprons. These include staging areas where vehicles and equipment may be held while waiting to service aircraft.

Currently, there is a transition of existing GSE fleet to a larger fleet of electric GSE (eGSE) vehicles and equipment. By 2032, Brisbane Airport is aiming for all GSE to operate with zero emissions, primarily through electrification. In the next five years, Brisbane Airport expects to deploy additional charging infrastructure in all GSE storage areas.

Over the next 20 years, a further 2.3 ha of land will be required in the airfield for GSE storage. Further, an additional 4 ha is anticipated for GSE maintenance facilities, with areas identified in the Terminals and Airport Central Precincts.



Approximately 9 ha have been reserved for the expansion of in-flight catering facilities in the Airport Central Precinct.

11.5 Airservices Australia Facilities

Airservices Australia operates a range of support facilities at Brisbane Airport, providing integral services for airport users in addition to their regulated responsibilities.



11.5.1 Air Traffic Control

Brisbane Airport's Air Traffic Control tower was completed in 1985 and, with recent upgrades, remains well suited to provide air traffic control services for all aircraft and vehicle movements on taxiways and runways at Brisbane Airport.

Advances in virtual technology may impact the future need for maintaining this tower in its current format however it is envisaged that the footprint of the current site will remain sufficient regardless of the technology employed.

At some Australian airports, Airservices Australia are implementing virtual air traffic control tower operations. There are numerous benefits to airport operations such as enhanced visibility and airside surveillance as well as providing opportunities for the airport to reduce some building height constraints relating to direct line of sight requirements of air traffic control towers. Whilst such benefits may be considered longer term, the protection and safeguarding of existing lines of sight and air traffic management facilities located at Brisbane Airport will remain with any future technology considerations to be discussed jointly by Airservices Australia and Brisbane Airport.

11.5.2 Aviation Rescue and Fire-Fighting Facilities

Airservices Australia provides aviation rescue firefighting services (ARFF) at Brisbane Airport in accordance with the standards and requirements prescribed in Part 139H of the Civil Aviation Safety Regulations 1998 (CASR). ARFF provides the capability to deal with aircraft emergencies at Brisbane Airport, as well as a structural response capability to deal with fire or the threat of fire at the aerodrome. As part of this service, ARFF also provides a dedicated water rescue service and difficult terrain capability that is tailored to suit the local conditions at the airport.

ARFF at Brisbane Airport provides services up to a Category 10 (highest category) in accordance with Civil Aviation Safety Authority (CASA) requirements to accommodate the largest aircraft types. ARFF facilities at Brisbane Airport are also used for training purposes for regional airports. This is an ongoing strategy of ARFF and BAC and provides a contribution to the region to support ARFF operations at other airports.

The ARFF service also provides first response first aid to incidents in terminals/buildings at the airport.

There are currently two ARFF stations and one training facility located at Brisbane Airport. The main ARFF station, located in Airport East, accommodates the Fire Control Centre and primarily services Runway 01R/19L operations. The second ARFF station was constructed as part of the western runway project and is located in the General Aviation Precinct to primarily service operations on the western runway.

Another satellite ARFF station in the General Aviation Precinct, originally located to service operations of the cross runway, was closed and decommissioned in 2020.

No additional ARFF facilities are required to accommodate the expected growth during the next 20 years.

11.6 Emerging Aviation Trends

As the aviation industry continues to evolve, seeking global sustainability of its ecosystem, it is imperative to carefully consider the role of technology and innovation in planning processes. Critical to this evolution is the site wide integration of technological advancements and innovative solutions for aviation.

At this moment, there are unknowns, ranging from the scalability and viability of emerging fuel technologies to the regulatory and infrastructural implications of their integration. However, during these periods of uncertainty there are opportunities to safeguard likely technologies whilst continuing to enhance operational efficiency, optimise resource utilisation, and elevate the customer experience.

This section considers various technology and innovation concepts focussed within the aviation ecosystem and explores emerging trends, possible disruptions and approaches to safeguard infrastructure and operations for the future.

11.6.1 Future Energy

This Master Plan considers the importance of future energy sources for both direct to aircraft and to supply aviation support facilities through provisions of future energy infrastructure. These considerations include the potential adoption of hydrogen fuel cells and battery technology for both aircraft fuel and aviation support operations at Brisbane Airport. In addition to environmental benefits, the integration of hydrogen and batteries into the aviation support facilities aligns with the planning principles of enhancing operational efficiency, safeguarding for industry shifts and innovation in aviation technology.

Sustainable Aviation Fuel

There are a number of alternative fuel options which could be utilised by the aviation industry globally to achieve carbon emissions reductions. While it's anticipated decarbonisation of the aviation industry will broadly be realised through a combination of changes in technology, flight operations and use of alternate fuels, the uptake of sustainable aviation fuel (SAF) is considered the prime option and replacement of fossil derived jet fuel in the medium to long-term.

As an alternative to fossil fuels, SAF presents an opportunity to reduce greenhouse gas emissions and the environmental impact of aviation operations. There are minimal to no infrastructure upgrades required at Brisbane Airport to support the uptake of SAF into aircraft refuelling services.

Widespread adoption of SAF will require ongoing collaboration with industry stakeholders to ensure its increased availability and affordability for airlines. BAC will continue to advocate for SAF supply and plan for SAF infrastructure on airport aligned to airline demands.



The ARFF service also provides first response first aid to incidents in terminals/buildings at the airport.

Hydrogen

Hydrogen-powered aircraft represent a potential solution for reducing carbon emissions and achieving long-term sustainability goals in the aviation sector, particularly domestic short-haul and regional operations. Key industry players in Australian aviation and green hydrogen have launched the Hydrogen Flight Alliance (HFA). The aim of the alliance is to ensure Australia plays a leading role in the aviation industry's transition towards net-zero emissions by 2050. The aspiration of the HFA is to achieve Australia's first emission-free hydrogen powered flight of a passenger aircraft between Brisbane Airport and Gladstone Airport in 2026.

Brisbane Airport is an active member of the HFA and will continue to work closely with stakeholders to support the integration of hydrogen into the aviation industry.

This Aviation Plan includes provisions for future energy infrastructure to support the integration of hydrogen aircraft operations at Brisbane Airport. More specifically, it is anticipated a hydrogen fuel cell facility with a capacity of approximately 15 million litres including additional parking for fuel cell infrastructure may be accommodated within the General Aviation Precinct. Fuel cells could be transported via heavy vehicles from the facility directly to aircraft for loading.

Electric Aircraft and Energy Supply

Electric aircraft are an emerging aircraft type for general aviation, regional and short haul domestic operations. BAC is well-placed to support this shift, particularly given its role in supporting regional aviation connectivity across Queensland. This Aviation Plan includes provisions for future energy infrastructure to support the integration of electric battery technology for aircraft. This encompasses the development of charging infrastructure and battery storage facilities in the General Aviation Precinct, co-located with GA and FBO operators. It is anticipated the infrastructure provided will be a grid scale Battery Energy Storage System (BESS) within a warehouse.

11.6.2 Digital and Automation

Automation can influence the future land area requirements of aviation support facilities by optimising space and improving operational efficiency. This Aviation Plan acknowledges the significance of digital and automation within individual facilities and emphasises the importance of engaging stakeholders to fully understand its operational implications.

- Biometric boarding and facial recognition technology to increase speed and efficiency of passenger processing
- Mobile apps and digital wallets to enhance passenger wayfinding and retail experiences within terminals
- Increased E-gates and automated passport control facilities to streamline border and transfer processing
- Cargo and freight handling processes are optimised through logistics operations, maximising throughput, and reducing turnaround times. Potential automation may include robotic sorting systems and autonomous guided vehicles
- In-flight catering operations are enhanced by automated kitchen equipment and food processing systems, increasing production capacity while minimising labour costs and food wastage
- Maintenance, repair, and overhaul (MRO) operations in future have the potential to utilise predictive maintenance systems, robotic inspection tools, and digital twin simulations to streamline
- Advancements in surveillance technologies, such as synthetic vision for aircraft tracking and virtual air traffic management operations, are diminishing the reliance on line-of-sight and on-airport ATC.



Automation can influence the future land area requirements of aviation support facilities by optimising space and improving operational efficiency.

11.6.3 Advanced Air Mobility

The Advanced Air Mobility (AAM) industry is developing at a rapid pace with significant investment in new aircraft types and propulsion systems to facilitate the transport of both passengers and freight. While there are a wide variety of potential use cases for the new aircraft, the most likely future challenge for BAC will be the introduction of electric Vertical Take-off and Landing aircraft (eVTOL) for passenger transport.

There are a number of regulatory challenges that need to be resolved before eVTOL aircraft can operate safely and without impact on Brisbane Airport's capacity. The future success of a commercial model to support eVTOL passenger operations relies on standards and procedures that have yet to be developed and approved.

In the absence of a clear pathway and timeframes for integration, BAC has strategically identified potential locations across the airport that would be able to be considered to support eVTOL that are in proximity to passenger terminal facilities should the industry require. Proximity and access to passenger terminals will be a significant contributor to the acceptance and usage of eVTOLs as a transport alternative. BAC will continue to monitor industry advancements and the demand for eVTOL aircraft and will provide the required supporting infrastructure as needed. Further evaluation of the potential sites for feasibility, commercial opportunities and regulatory compliance will be undertaken prior to safeguarding.



CHAPTER

12

Aircraft Noise

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Aircraft Noise

Overview

In an island nation the size of Australia with a highly dispersed population, aviation is an essential service, and its benefits, both economic and social, are enjoyed very broadly. However, the burdens of aviation – particularly aircraft noise – are borne locally, by the communities that live and work around Australia's airports.

Brisbane Airport Corporation, as the operator of a key piece of the nation's aviation infrastructure, is obliged to provide the facilities and growth capacity to meet the public's demand for air travel, freight and transport services. This obligation conflicts with some community demands for reduced aircraft noise.

Finding a balance between these competing interests and reducing aircraft noise, is complex, subjective, and requires the commitment of airlines, airports, and government agencies.

A Noise Action Plan for Brisbane is currently under development by Airservices Australia. As the investigations, options analysis, and decisions are not yet complete, Brisbane Airport is unable to reflect any future proposed changes in the noise contours and the assumptions in this Master Plan.

The Noise Contours on the following pages of this Master Plan are based on current flight paths and modelled from current actual noise levels.

Once the Noise Action Plan for Brisbane is complete by Airservices Australia, these contours will be reviewed and updated where necessary then will be published and made available to the public.

Finding a balance between meeting the growth of aviation and reducing aircraft noise is complex, subjective, and requires the commitment of airlines, airports, and government agencies.



Brisbane Airport's New Runway

In 2020 Brisbane Airport opened what was then known as its 'New' runway, parallel with its 'Legacy' runway which had been constructed in the 1980s. Now that the parallel runway system has been in operation for five years, it is appropriate to shift the naming of the runways to terms that reflect their positioning on the airfield. As a result, in this Master Plan and in the future, all references will be to the eastern (formerly the "Legacy") and western (formerly the "New") runways.

The opening of the western runway on 12 July 2020 marked the completion of the long-term planning for the Brisbane Airport airfield that commenced in the 1970s.

During the planning, design, and construction phases for the western runway Brisbane Airport Corporation undertook an extensive community engagement program, designed to reach as many community members as possible with the best available modelling and assumptions about the likely operations, flight paths and noise impacts of the new runway.

Nonetheless, some community members have found that noise impacts of the changes to Brisbane's flight paths to accommodate operations on the western runway have exceeded their expectations and that the noise is a genuine problem for them.

In 2022 the Airport Noise Ombudsman (ANO) assessed Brisbane Airport Corporation's public information campaign as 'extensive' and found no evidence of misinformation in either its documentation or supporting public material.



Brisbane Airport's western runway and the associated flight paths commenced operations on 12 July 2020.

Flight Paths

Brisbane Airport's western runway and the associated flight paths commenced operations on 12 July 2020. Following the opening of this runway, the Concept of Operations (CONOPS) changed the flight paths aircraft operate on, as they arrive and depart from Brisbane Airport.

The flight paths for Brisbane Airport are based on the finalised airspace design and CONOPS for the parallel runway system designed by Airservices Australia and are presented in Figures 12.1 and 12.2.

The basis of aircraft noise modelling is to adopt the designed flight paths and consider the variation or distribution of operations on these paths.

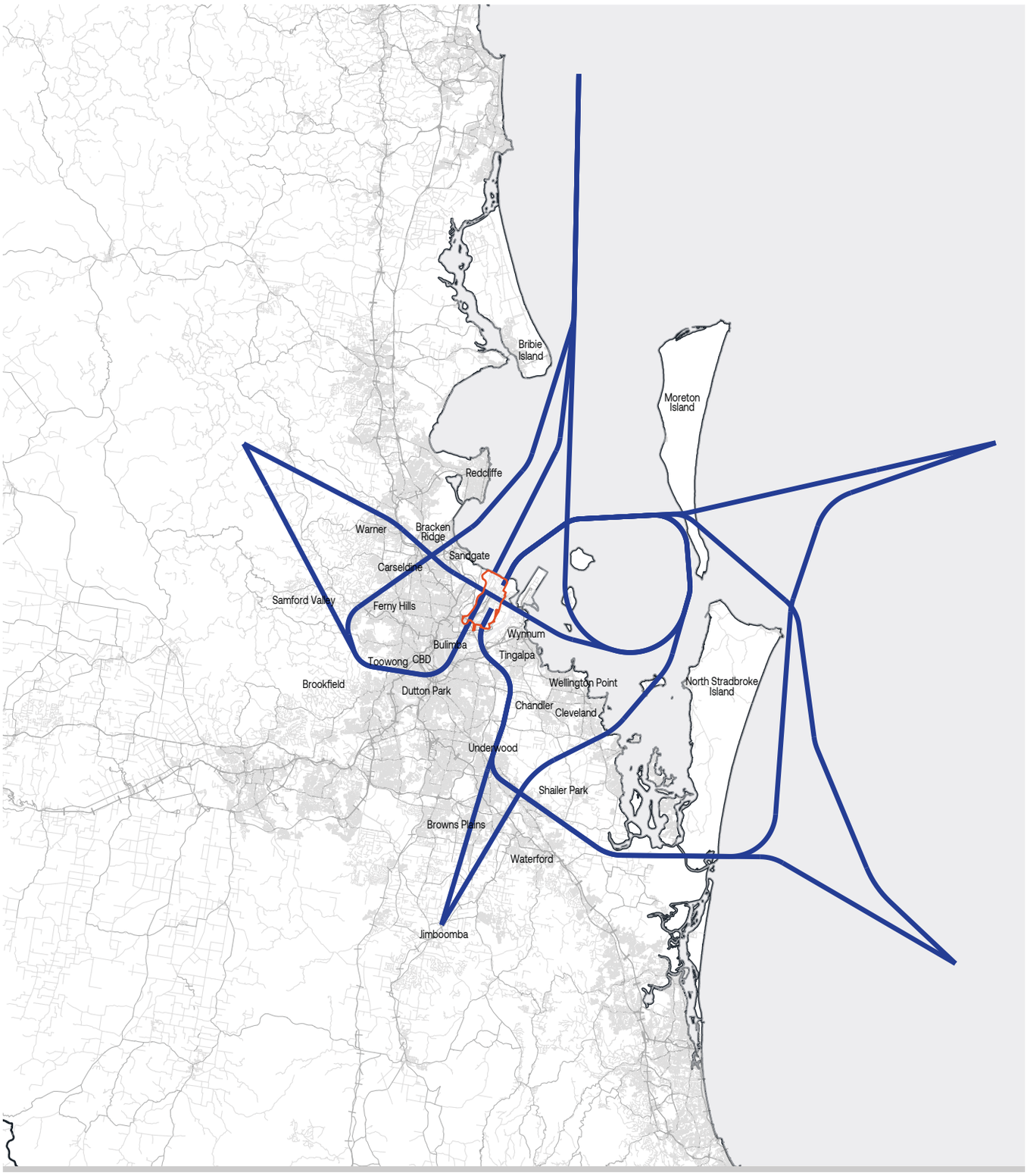
Modelling based on existing flight paths can include substantial analysis of historical operations to more accurately determine the distribution of flights.

As mentioned above, Airservices Australia is currently developing the Noise Action Plan for Brisbane, which is a review of the current flight paths at Brisbane Airport. Any changes to flight paths as a result of this will be integrated into future Master Plans for Brisbane Airport.

FIGURE 12.1: CURRENT ARRIVAL FLIGHT PATHS



FIGURE 12.2: CURRENT DEPARTURE FLIGHT PATHS



Describing Noise

Every person's reaction to noise is different and subjective. So, to better describe aircraft noise levels for the community, the Australian Government previously developed a system based on the number of aircraft noise events per day exceeding 70 decibels (dB(A)).

- A noise level of 70 dB(A) outside a building would generally result in an internal noise level of approximately 60 dB(A), if windows are open
- If the windows were closed you would expect the noise inside to decrease by a further 10 dB(A) to 50 dB(A)
- If you are outside, you would experience a noise level of 70 dB(A)
- The National Airport Safeguarding Framework has extended the original system to consider a noise level of 60 dB(A) for overnight operations.



What is a decibel?

Noise is measured on a logarithmic scale with the decibel (dB) as the unit of measure. Measurements of noise usually have a correction factor applied to reflect the sensitivity of the human ear.

This factor is referred to as “A-weighting” and environmental noise is usually measured in dB(A) units.

The noise level of normal daytime urbanbased activities typically varies between 40dB(A) and 85dB(A). On this scale, a change in noise level of 10dB(A) is perceived to be a doubling or halving in loudness. For example, most humans perceive a noise event of 85dB(A) to be about twice as loud as an event of 75dB(A).

Typical Sound Levels



Emergency Siren
140+ dB(A)



Roadways
80 dB(A)



Concert
110 dB(A)



Vacuum
70 dB(A)



Construction Site
90 dB(A)



Passenger car
(60km/h at 7m distance)
70 dB(A)



Modern twin-engine jet
(at take-off at 152m distance)
81 dB(A)



Cafes
50-70 dB(A)



Garbage collection
80 dB(A)



Libraries
30-40 dB(A)

Noise Management Plan

Effective noise management is a crucial aspect of airport operations, particularly in balancing the needs of a growing population and aviation industry with the well-being of surrounding communities. Brisbane Airport Corporation is one of many organisations which play a role in the management of aircraft noise.

Airservices Australia is the national air navigation service provider and is tasked with the responsibility for managing noise impacts associated with aircraft operations, ensuring both operational efficiency and community well-being are balanced. Other key parties include:

- Department of Infrastructure, Transport, Regional Development, Communications, Sport and the Arts
- Airlines and aircraft operators
- State and Local Government.

Airservices Australia collaborates with industry partners and seeks to continuously improve practices in line with the internationally recognised ICAO Balanced Approach to Aircraft Noise Management. This approach focuses on four core principles:

- Reduction of noise at source and noise preferential treatment
- Land use planning and management
- Noise abatement operational procedures
- Operating restrictions.

Reduction of noise at source and noise preferential treatment

This principle of the ICAO Balanced Approach focuses on minimising noise generation through technological advancements in aircraft design, equipment and engine performance. By setting noise certification standards, ICAO encourages the development of quieter aircraft, leading to a decrease in noise emissions. This has been evident through increased Boeing B787 and Airbus A350 operations at Brisbane Airport as replacements for noisier legacy fleet such as the Boeing B747 and Airbus A330 aircraft, and implementation of satellite navigation technology.



Land use planning and management

Land use planning authorities apply the ANEF contours to land use planning and development applications in the vicinity of the airport.

The Airports Act identifies the ANEF 30 contour interval as a contour defining a significant noise level. The ANEF contours show that the majority of the ANEF 30 contour is generally contained within the Brisbane Airport boundary or over water in Moreton Bay.

For the areas on the Brisbane Airport site that are within the ANEF 30 contour, land use zoning and development controls continue to be used to manage significant aircraft noise levels. These areas are zoned as either mixed use or industry and AS2021:2015 siting acceptability principals are applied to any development.

In preparing this master plan, airlines as well as State and Local government have been engaged in the development of the land use plan and ANEF modelling, highlighting the areas covered by the ANEF 30 contour.

There is one small extension of the ANEF 30 contour beyond Brisbane Airport at Pinkenba which is zoned as general industrial within the Brisbane City Plan and is therefore consistent with land use compatibility standards established in AS2021. Brisbane City Council's ongoing intent is to maintain the industrial land use zoning in this area.

There are no residential zones or dwellings in the ANEF 30 contour for Brisbane Airport.

Effective land-use planning is the best way to reduce the impact of noise for local populations, while managing urban expansion. The NASF was established in partnership with states and territories as a supplement to the Airports Act. NASF was developed by the National Airports Safeguarding Advisory Group (NASAG), comprised of Australian Government, state and territory government planning and transport officials, Department of Defence (DCA), CASA, Airservices Australia, and the Australian Local Government Association. It provides a mechanism for all levels of government to consult on how to balance the objectives of reducing aircraft noise impacts on the community against the need to continue to provide land for development through strategic land-use planning.

Managing aircraft noise impacts involves adopting effective land use policies, development controls, and acoustic standards. This approach depends on accurately identifying and mapping noise-affected areas.

However, *NASF Guideline A: Measures for Managing Impacts of Aircraft Noise* stresses the need for a balanced approach, noting that aircraft noise does not stop at a fixed boundary, regardless of how that line has been modelled.

NASF Guideline A provides holistic guidance to land use planners assessing impacts of noise around airports and recognises the ANEF as a means of understanding noise impacts. Brisbane City Council and Redland City Council have incorporated NASF Guideline A into their respective planning schemes. Both councils actively apply these guidelines when assessing and deciding on development applications within the Airport Environs Overlay and more specifically within the ANEF contours.

AS2021:2015 recognises that the ANEF does not capture all high noise affected areas around an airport and is not necessarily an indicator of the full spread of noise impacts, particularly for residents newly exposed to aircraft noise. Consequently, it is crucial for land use planners to adopt a proactive approach in evaluating potential impacts on new developments beyond the ANEF contours, in line with AS 2021:2015 and NASF Guideline A. This means together, NASF Guideline A, AS2021:2015 and local governments' respective planning schemes play a vital role in safeguarding community well-being while supporting the sustainable growth of aviation infrastructure.



Aircraft Noise

Noise abatement and operational procedures

Noise Abatement Procedures are designed to reduce the impact of aircraft noise on the community.

They include procedures for runway use and flight paths to reduce flights over residential areas, as well as the designation of noise abatement areas. Noise Abatement Procedures are implemented by Airservices Australia, but their use is not mandatory and is subject to weather conditions and aircraft requirements.

When the western runway opened in 2020, a Noise Abatement Procedure (NAP) was introduced to prevent aircraft movement over land to and from that runway at night. This NAP was introduced by Brisbane Airport Corporation to minimise the impact of night-time noise for the community around the western runway. However, the NAP allows for use of the western runway at night when the eastern runway is closed for essential maintenance and in the event of emergencies.

Simultaneous Opposite Direction Parallel Runway Operations (SODPROPS) – where flights both land and take off over Moreton Bay simultaneously – is the preferred mode for periods of low traffic density (up to approximately 35 movements per hour) at Brisbane Airport. There are other limitations preventing the use of SODPROPS including:

- when the runway is wet
- when there is a tail wind greater than 5 knots at Brisbane Airport
- there is low cloud cover (less than 762 m) in the vicinity of Brisbane Airport
- visibility at Brisbane Airport is less than 8 km.

The key advantage of SODPROPS is that it allows for flight paths that direct aircraft away from noise-sensitive areas in the vicinity of the airport. This approach, therefore, contributes to a more balanced distribution of noise and helps in meeting community expectations for quieter operations.

Operating restrictions

While Brisbane Airport provides essential services to the community it is recognised that there are adverse effects of aviation growth that need to be considered and balanced. Brisbane Airport's curfew-free status provides essential access that facilitates the continued growth of Queensland and Australian business and tourism interests, and public access to regional, national and international services. The ability to operate 24/7 allows global carriers to better link Brisbane to international networks, and for essential overnight freight operations between Brisbane and regional and remote areas.

Brisbane Airport continues to investigate options to reduce the impact of aircraft noise, particularly during nighttime operations whilst fulfilling its obligation to meet public demand.

Noise Action Plan for Brisbane

In December 2022, Airservices completed a Post Implementation Review of the western runway and initiated the Noise Action Plan for Brisbane. Brisbane Airport Corporation, as an active member of the Noise Action Plan for Brisbane, jointly manages the program with Airservices, participates in the development of new initiatives, explores potential flight path options and represents and responds to airport- related initiatives during community engagement sessions.

Acknowledging that future changes to existing flight paths may occur, Brisbane Airport Corporation remains committed to ongoing co-operation with Airservices Australia, industry partners, and the local community to adapt, supply noise modelling results and respond where possible.



24/7

operations allow global carriers to better link Brisbane to international networks

Working with Industry

Together with Airservices and our airline partners, Brisbane Airport Corporation has supported the development and implementation of noise reduction programs aimed at delivering benefits as quickly as possible to the community. BAC will continue to work with aviation industry participants to investigate further initiatives that balance growth with community needs. For example:

- BAC actively supports the Noise Action Plan for Brisbane and works closely with Airservices to implement the recommendations
- BAC is an advisory member of the Federally appointed community Airspace Advisory Board. This is an ongoing, independent community-based consultation body that provides an opportunity to share information and advice to and from the community to better manage consultation on aircraft noise around Brisbane Airport
- BAC has made representations to Airservices which saw an official NOTAM (Notice to Airmen) update to Air Traffic Control operations recognising that Brisbane's eastern runway should be prioritised from 10pm–6am. The only exceptions to this are in cases of emergency, the loss of infrastructure (such as the closure or maintenance of the eastern runway) or extreme weather conditions
- BAC and Airservices are developing an additional safety submission to CASA to permit aircraft to operate with greater tailwind limits than the current 5 knot restriction. This procedure would enable greater use of over over-water arrivals and departures, particularly during sensitive night-time hours
- BAC has been engaging with airlines that operate overnight to consider using their Standard Operating Procedures to accept a higher departure tailwind where safe to do so, to enable more flights to be conducted over the waters of Moreton Bay. As a result, there have been increases in over the Bay operations at night. BAC continues to work with airlines to enable further improvements, where safe to do so
- BAC strongly encourages the introduction by airlines of new aircraft technologies and types to reduce emissions and noise impacts. Currently, 56 per cent of international movements at Brisbane Airport meet the strict ICAO Chapter 14 criteria. This will increase to 70 per cent by the early 2030s
- Brisbane Airport is part of the Hydrogen Flight Alliance which supports the trial of quieter and cleaner air transport using hydrogen electric aircraft. Skytrans, a Queensland based airline and air charter operator, is in line to be the first customer
- In December 2024, BAC welcomed the release of the final report of the Senate Inquiry into the Impact and Mitigation of Aircraft Noise. BAC supports the recommendations and continues to work with relevant industry stakeholders to reduce the burden of aircraft noise on the community.

Brisbane Airport Corporation strongly encourages the introduction by airlines of new aircraft technologies and types to reduce emissions and noise impacts.



Aircraft Noise Assessment Methodology

To accurately forecast aircraft noise levels at any airport, details of actual and/or forecast operations are collated including the following information:

- The aircraft type
- The actual or forecast flight path
- The flight procedure or altitude profile, including fuel load for departures
- The meteorological conditions
- The time of day of the flight.

NASF Guideline A: Measures for Managing Impacts of Aircraft Noise provides guidance on utilising a supplementary set of noise metrics and frequency-based noise metrics, to aid in planning and to deliver clear, comprehensive information about aircraft noise to communities. Aircraft noise levels for Brisbane Airport have been derived in accordance with the guidance described under NASF Guideline A and the US Federal Aviation Administration's *(FAA) Aviation Environmental Design Tool (AEDT) (Version 3e)*.

The AEDT program is a comprehensive software model that calculates aircraft noise exposure in the vicinity of airports. Given its widespread use in Australia and internationally, and the extensive development of the procedures implemented by AEDT over a period of several decades, use of AEDT in the calculation of aircraft noise is considered part of current best practice and is the endorsed model approach by Airservices Australia to produce aircraft noise contours.

BAC recognises that whilst the AEDT model is an accurate and accredited tool, the lived experience of community members is sometimes different from the modelled predictions. The perception and impact of aircraft noise varies across communities, and individuals often experience different responses to aircraft noise as a result of the complexities of human perception and variances in the physical conditions in which the noise is experienced.

Before undertaking noise modeling for this Master Plan, BAC undertook a calibration process by comparing data collected from Noise Monitoring terminals located around Brisbane to the noise levels included in the AEDT software.

This means that the noise contours shown in this Master Plan are more reflective of noise levels experienced in the surrounding communities.



Australian Noise Exposure Forecast

The Australian Noise Exposure Forecast (ANEF) is the primary tool used for considering and managing the impact of aircraft noise in new property developments surrounding Australian airports. It maps forecast noise exposure levels around an airport (contours) based on projected future aircraft operations for land use planning purposes by governments and developers.

ANEF contours are displayed as 20, 25, 30, 35 and 40 ANEF levels with higher contour levels representing higher cumulative daily aircraft noise averaged over a year. Furthermore, to emphasise the effect of nighttime operations, the number of flights modelled to occur during night time periods is multiplied by a weighting of four. This forecast has been adopted in Australia to align with the International Civil Aviation Organization (ICAO) endorsed concept of a 'balanced approach to aircraft noise management'.

A holistic approach to managing aircraft noise aims to balance urban development with aviation safety, environmental considerations, and community well-being, ensuring that an airport's operations and future developments take into consideration the needs and expectations of the surrounding community. Planners, developers and local authorities use these contours to guide land use planning and development decisions, seeking to ensure that new developments are compatible with the surrounding noise environment.

This Master Plan provides the ultimate capacity ANEF to guide land use planning for local councils surrounding Brisbane Airport – being Brisbane City Council, Moreton Bay City and Redland City Council. The ultimate capacity of an airport is the maximum number of movements per annum that an airport could theoretically cater for. Brisbane Airport is expected to reach ultimate capacity around 2056, based on future forecasts.

BAC also considers the Australian Standard, *AS2021:2015 Acoustics – Aircraft noise intrusion – Building siting and construction* when developing the ANEF. The Australian Standard recognises that the ANEF does not capture all high noise affected areas around an airport and is not necessarily an indicator of the full spread of noise impacts, particularly for residents newly exposed to aircraft noise. This is supported in *NASF Guideline A: Supplementary Aircraft Noise Metrics* that notes while the ANEF system is a well-established and technically complete means of showing aircraft noise exposure, it is important for land use planning controls to recognise aircraft noise does not stop at the boundary of an ANEF contour.

This means the ANEF is an indicative area subject to noise exposure; it does not mean that development outside of the ANEF would not be affected by aircraft noise or that developments should be approved without consideration of the potential noise impacts.

Endorsement Process

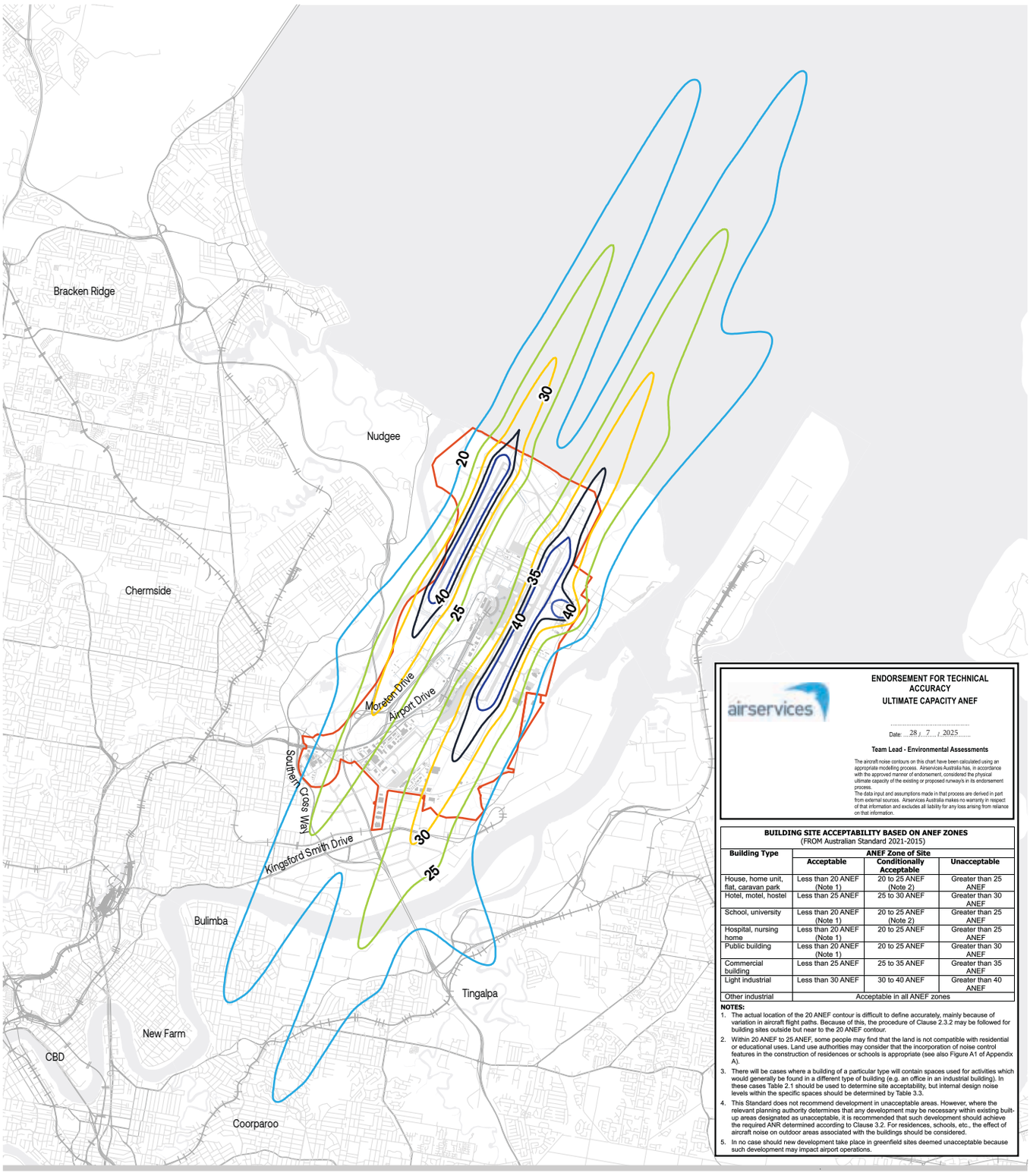
Airservices Australia must assess and endorse the ANEF for technical accuracy of predicted aircraft noise levels around an airport. Once endorsed, the ANEF is integrated into the airport's Master Plan and shared with State and local authorities to then be applied to guide land use planning decisions surrounding the airport.

2026 Australian Noise Exposure Forecast

The ultimate capacity ANEF contours for Brisbane Airport are shown in Figure 12.3 and are based on the best available actual and/or forecast operations. The ANEF has been endorsed for "technical accuracy" by Airservices Australia in accordance with the "Manner of Endorsement" for ANEFs on 28 July 2025. The 2026 ANEF supersedes the 2020 ANEF.

The Australian Noise Exposure Forecast (ANEF) is the primary tool used for considering and managing the impact of aircraft noise in new property developments surrounding Australian airports.

FIGURE 12.3: AUSTRALIAN NOISE EXPOSURE FORECAST



AIRCRAFT	ARR DAY	ARR NIGHT	ARR TOTAL	DEP DAY	DEP NIGHT	DEP TOTAL	CIRCUITS	ALL
RUNWAY 01L								
A20N	7.7225	2.7846	10.5071	5.3234	1.0372	6.3606	0.0000	16.8677
A21N	11.7225	3.4290	15.1515	4.9580	2.9279	7.8859	0.0000	23.0374
A223	13.2011	4.8570	18.0581	9.0944	2.7831	11.8775	0.0000	29.9357
A338	0.8190	0.3517	1.1707	0.2706	0.2832	0.5538	0.0000	1.7245
A359	5.0996	1.7459	6.8455	2.0400	1.1967	3.2367	0.0000	10.0823
AC50	0.8450	0.6183	1.4633	0.0000	0.6734	0.6734	0.0000	2.1367
ATR72-212A	0.0000	0.5208	0.5208	0.0000	0.3002	0.3002	0.0000	0.8211
B350	2.3371	0.2946	2.6317	1.5940	0.5441	2.1381	0.0000	4.7698
B38M	18.6958	6.0056	24.7013	8.4005	2.9758	11.3763	0.0000	36.0776
B737	0.3830	0.0000	0.3830	0.0097	0.0000	0.0097	0.0000	0.3927
B779	1.9684	0.8534	2.8218	0.5086	0.9475	1.4562	0.0000	4.2780
B788	0.3462	0.0000	0.3462	0.7240	0.0000	0.7240	0.0000	1.0702
B789	2.6915	0.7748	3.4664	2.8726	0.9022	3.7748	0.0000	7.2412
B78X	2.3371	0.8049	3.1420	1.2627	0.7017	1.9644	0.0000	5.1064
BD-700-1A11	0.1252	0.0000	0.1252	0.0061	0.0000	0.0061	0.0000	0.1313
BE30	2.4041	0.5895	2.9937	3.2111	0.1555	3.3666	0.0000	6.3602
BEC58P	0.4244	0.0000	0.4244	0.4107	0.0000	0.4107	0.0000	0.8351
C130	0.2153	0.0000	0.2153	0.3341	0.0000	0.3341	0.0000	0.5494
CL600	0.4248	0.0000	0.4248	0.3931	0.0000	0.3931	0.0000	0.8179
CNA510	0.0099	0.0000	0.0099	0.0044	0.0000	0.0044	0.0000	0.0143
CNA55B	0.2301	0.0000	0.2301	0.8477	0.0000	0.8477	0.0000	1.0778
DH8D	18.2220	3.9223	22.1443	11.1153	1.0908	12.2061	0.0000	34.3504
EMB190	12.7043	3.9321	16.6364	9.8646	2.3447	12.2093	0.0000	28.8457
MU3001	0.0462	0.2805	0.3267	0.5303	0.2679	0.7982	0.0000	1.1249
SF34	4.0769	1.1003	5.1772	2.4184	0.0716	2.4901	0.0000	7.6672
SW4	0.0000	0.7261	0.7261	0.0134	0.5145	0.5280	0.0000	1.2541
Total	**107.0521**	**33.5913**	**140.6434**	**66.2078**	**19.7181**	**85.9259**	**0.0000**	**226.5693**
RUNWAY 01R								
A20N	9.4566	7.0531	16.5097	13.1291	5.3925	18.5216	0.0000	35.0313
A21N	21.8581	10.1823	32.0404	28.6810	8.6603	37.3413	0.0000	69.3817
A223	10.2407	5.4278	15.6685	12.4372	4.0019	16.4391	0.0000	32.1076
A338	0.1189	0.2807	0.3996	0.6131	0.5595	1.1725	0.0000	1.5721
A359	1.6507	1.7392	3.3899	5.1324	3.1762	8.3086	0.0000	11.6985
AC50	0.0214	0.0126	0.0340	0.0000	0.0334	0.0334	0.0000	0.0674
ATR72-212A	0.0000	0.0149	0.0149	0.0000	0.0057	0.0057	0.0000	0.0206
B350	0.0708	0.0057	0.0765	0.1357	0.0101	0.1458	0.0000	0.2223
B38M	23.5336	12.6286	36.1623	36.4245	9.9396	46.3641	0.0000	82.5263
B737	0.0092	0.0000	0.0092	0.4223	0.0000	0.4223	0.0000	0.4315
B779	0.4626	2.0386	2.5012	1.8125	3.0504	4.8629	0.0000	7.3641
B788	0.2315	0.0000	0.2315	0.0000	0.0000	0.0000	0.0000	0.2315
B789	2.0381	1.5186	3.5567	4.9202	0.5547	5.4749	0.0000	9.0316
B78X	2.1108	1.4887	3.5996	4.8551	1.3612	6.2163	0.0000	9.8159
BD-700-1A11	0.0277	0.0000	0.0277	0.4217	0.0000	0.4217	0.0000	0.4494
BE30	0.0580	0.5492	0.6072	0.3059	0.3387	0.6446	0.0000	1.2517
BEC58P	0.0105	0.0000	0.0105	0.0082	0.0000	0.0082	0.0000	0.0187
C130	0.0332	0.0000	0.0332	0.0000	0.0000	0.0000	0.0000	0.0332
CL600	0.0084	0.0000	0.0084	0.0401	0.0000	0.0401	0.0000	0.0485
CNA510	0.4233	0.0000	0.4233	0.4288	0.0000	0.4288	0.0000	0.8521
CNA55B	0.5238	0.0000	0.5238	0.0000	0.0000	0.0000	0.0000	0.5238
DH8D	2.6541	0.6105	3.2647	9.3364	1.2291	10.5655	0.0000	13.8302
EMB190	4.4799	2.8703	7.3502	6.9231	1.5755	8.4986	0.0000	15.8488
MU3001	0.1067	0.4717	0.5784	0.2088	0.0000	0.2088	0.0000	0.7872
SF34	2.8304	1.3213	4.1517	4.8864	0.2464	5.1328	0.0000	9.2845
SW4	0.0000	0.3145	0.3145	0.1395	0.2624	0.4019	0.0000	0.7164
Total	**82.9594**	**48.5283**	**131.4876**	**131.2620**	**40.3976**	**171.6596**	**0.0000**	**303.1472**
RUNWAY 19L								
A20N	15.8313	18.0873	33.9187	16.7360	12.8688	29.6048	0.0000	63.5234
A21N	34.6695	26.5187	61.1882	37.0590	16.1797	53.2386	0.0000	114.4268
A223	19.6322	12.6606	32.2927	15.7656	10.6052	26.3708	0.0000	58.6635
A338	1.0465	1.2606	2.3071	0.1336	1.0215	1.1551	0.0000	3.4622
A359	7.3117	7.0445	14.3562	3.8492	4.3797	8.2288	0.0000	22.5851
AC50	0.1508	0.2271	0.3780	0.0000	0.5444	0.5444	0.0000	0.9223
ATR72-212A	0.0000	0.2605	0.2605	0.0000	0.1435	0.1435	0.0000	0.4040
B350	0.5082	0.1286	0.6368	0.1527	0.1105	0.2633	0.0000	0.9000
B38M	45.7378	31.1830	76.9208	44.0140	21.0530	65.0670	0.0000	141.9878
B737	0.1284	0.0000	0.1284	0.3164	0.0000	0.3164	0.0000	0.4448
B779	2.5428	5.1849	7.7277	1.7066	5.1291	6.8357	0.0000	14.5634
B788	0.7162	0.0000	0.7162	0.0618	0.0000	0.0618	0.0000	0.7780
B789	7.1315	5.5642	12.6957	4.5992	2.3795	6.9787	0.0000	19.6744
B78X	5.5051	4.0445	9.5497	3.4456	2.7703	6.2159	0.0000	15.7656
BD-700-1A11	0.5570	0.0000	0.5570	0.3082	0.0000	0.3082	0.0000	0.8652
BE30	0.7528	1.4526	2.2054	0.4876	0.9851	1.4728	0.0000	3.6781
BEC58P	0.0758	0.0000	0.0758	0.0397	0.0000	0.0397	0.0000	0.1156
C130	0.2595	0.0000	0.2595	0.0000	0.0000	0.0000	0.0000	0.2595
CL600	0.1036	0.0000	0.1036	0.0229	0.0000	0.0229	0.0000	0.1265
CNA510	0.3288	0.0000	0.3288	0.3124	0.0000	0.3124	0.0000	0.6412
CNA55B	0.5727	0.0000	0.5727	0.0431	0.0000	0.0431	0.0000	0.6158
DH8D	7.6552	2.1549	9.8102	4.8591	0.2389	5.0980	0.0000	14.9082
EMB190	10.0890	8.5467	18.6357	7.0731	4.2679	11.3410	0.0000	29.9766
MU3001	0.4458	0.9738	1.4196	0.6565	0.0319	0.6885	0.0000	2.1081
SF34	4.2467	3.3065	7.5531	8.4189	0.0092	8.4282	0.0000	15.9813
SW4	0.0000	1.4129	1.4129	0.5521	1.7570	2.3092	0.0000	3.7221
Total	**165.9990**	**130.0119**	**296.0109**	**150.6132**	**84.4752**	**235.0884**	**0.0000**	**531.0993**
RUNWAY 19R								
A20N	3.0512	3.5330	6.5842	10.0804	2.9523	13.0326	0.0000	19.6168
A21N	6.1749	6.6735	12.8484	14.4689	8.2937	22.7626	0.0000	35.6110
A223	7.5657	6.9781	14.5439	17.1789	8.6969	25.8758	0.0000	40.4196
A338	0.3175	0.4088	0.7263	1.2845	0.4376	1.7222	0.0000	2.4485
A359	2.0505	2.5140	4.5645	6.6256	2.7565	9.3820	0.0000	13.9466
AC50	0.5173	0.6765	1.1938	0.0000	1.8180	1.8180	0.0000	3.0117
ATR72-212A	0.0000	0.7383	0.7383	0.0000	1.0851	1.0851	0.0000	1.8234
B350	1.6875	0.3385	2.0260	1.9539	0.8698	2.8237	0.0000	4.8496
B38M	7.9414	9.2625	17.2039	22.4151	9.7659	32.1810	0.0000	49.3848
B737	0.2467	0.0000	0.2467	0.0189	0.0000	0.0189	0.0000	0.2656
B779	0.3971	2.6649	3.0619	2.1104	0.8475	2.9579	0.0000	6.0199
B788	0.2406	0.0000	0.2406	0.7488	0.0000	0.7488	0.0000	0.9893
B789	1.1824	0.5824	1.7648	5.2551	0.0000	5.2551	0.0000	7.0199
B78X	0.7887	1.3345	2.1232	3.4802	0.5376	4.0179	0.0000	6.1411
BD-700-1A11	0.0574	0.0000	0.0574	0.0313	0.0000	0.0313	0.0000	0.0887
BE30	2.1560	2.0123	4.1683	4.4353	0.0553	4.4906	0.0000	8.6589
BEC58P	0.2565	0.0000	0.2565	0.3086	0.0000	0.3086	0.0000	0.5652
C130	0.2593	0.0000	0.2593	0.4332	0.0000	0.4332	0.0000	0.6925
CL600	0.2305	0.0000	0.2305	0.3112	0.0000	0.3112	0.0000	0.5416
CNA510	0.0053	0.0000	0.0053	0.0216	0.0000	0.0216	0.0000	0.0269
CNA55B	0.2080	0.0000	0.2080	0.6437	0.0000	0.6437	0.0000	0.8517
DH8D	15.9702	5.5885	21.5587	23.0271	5.8812	28.9083	0.0000	50.4670
EMB190	8.7885	5.3671	14.1556	16.8045	7.9246	24.7291	0.0000	38.8847
MU3001	0.1685	0.5759	0.7444	0.9061	0.4675	1.3736	0.0000	2.1180
SF34	2.6569	1.1774	3.8342	4.2252	0.4399	4.6652	0.0000	8.4994
SW4	0.0000	1.3828	1.3828	0.0622	0.5351	0.5973	0.0000	1.9802
Total	**62.9183**	**51.8089**	**114.7273**	**136.8308**	**53.3645**	**190.1952**	**0.0000**	**304.9225**
HELICOPTERS								
B430	2.3018	1.5345	3.8363	3.0691	0.7673	3.8363	0.0000	7.6727
Total	**2.3018**	**1.5345**	**3.8363**	**3.0691**	**0.7673**	**3.8363**	**0.0000**	**7.6727**
Total	**421**	**265**	**687**	**488**	**199**	**687**	**0**	**1,373**

Comparison to 2020 Australian Noise Exposure Forecast

When comparing the 2020 Master Plan's ANEF to the new contours presented in this 2026 Master Plan, there is variation in their shape and extent. This is not unexpected. As traffic forecasts fluctuate over time, and assumptions on operational modes and aircraft types change, it is normal for contours to change from Master Plan to Master Plan. It's the sum of each of these influencing factors that contribute to ANEF contour forecasts.

The 2026 ANEF is a prediction of what will happen in 30 years and as such will also continue to change over time. Differences can be expected in the next Master Plan.

The changes seen in this latest ANEF iteration, compared to 2020, are primarily driven by the following:

1. New modelling tool used for ANEF generation

The 2026 ANEF has been prepared using the current Aviation Environmental Design Tool (AEDT) which is a more refined model than the Integrated Noise Model (INM) which was the standard used in prior Master Plans.

2. Model Calibration

The AEDT has the advantage of being calibrated with two years of actual flight and noise data from the new operations and flight paths introduced with the opening of the western runway. This has ensured modelled behaviour closely matches real world conditions. This calibration was not possible prior to the western runway opening and new aircraft fleet variants entering service.

Previous ANEFs for Brisbane Airport, including the 2020 ANEF, were developed using the best available data at the time, relying on assumptions on runway allocation and operating modes identified through consultation with Airservices. These assumptions were aligned with the 2007 EIS and predictions relating to the use of independent runway operations, the number of aircraft that would use RNP approaches, and the expected use of the SODPROPS operating mode.

3. Change to SODPROPS weather and capacity limit assumptions

The traffic density criteria for SODPROPS mode has been amended downwards for the 2026 Master Plan ANEF and represents Airservices Australia's latest advice on traffic limits for SODPROPS mode. Regulatory criteria for ATC runway nomination is limited to a maximum 5 knots tailwind including gusts. Should this regulation change in the future amendments would be made to this ANEF.

4. Allocation of RNP vs ILS approaches

A change in the assumption on the frequency with which Air Traffic Control will direct aircraft onto the Instrument Landing System (ILS) vs the Required Navigation Performance (RNP) approaches has also had a minor impact on noise contours. RNP use is anticipated to increase when independent parallel operations mode is implemented, and should continue to increase as aircraft fleets are updated, and airlines and their crews are certified to fly these approaches.

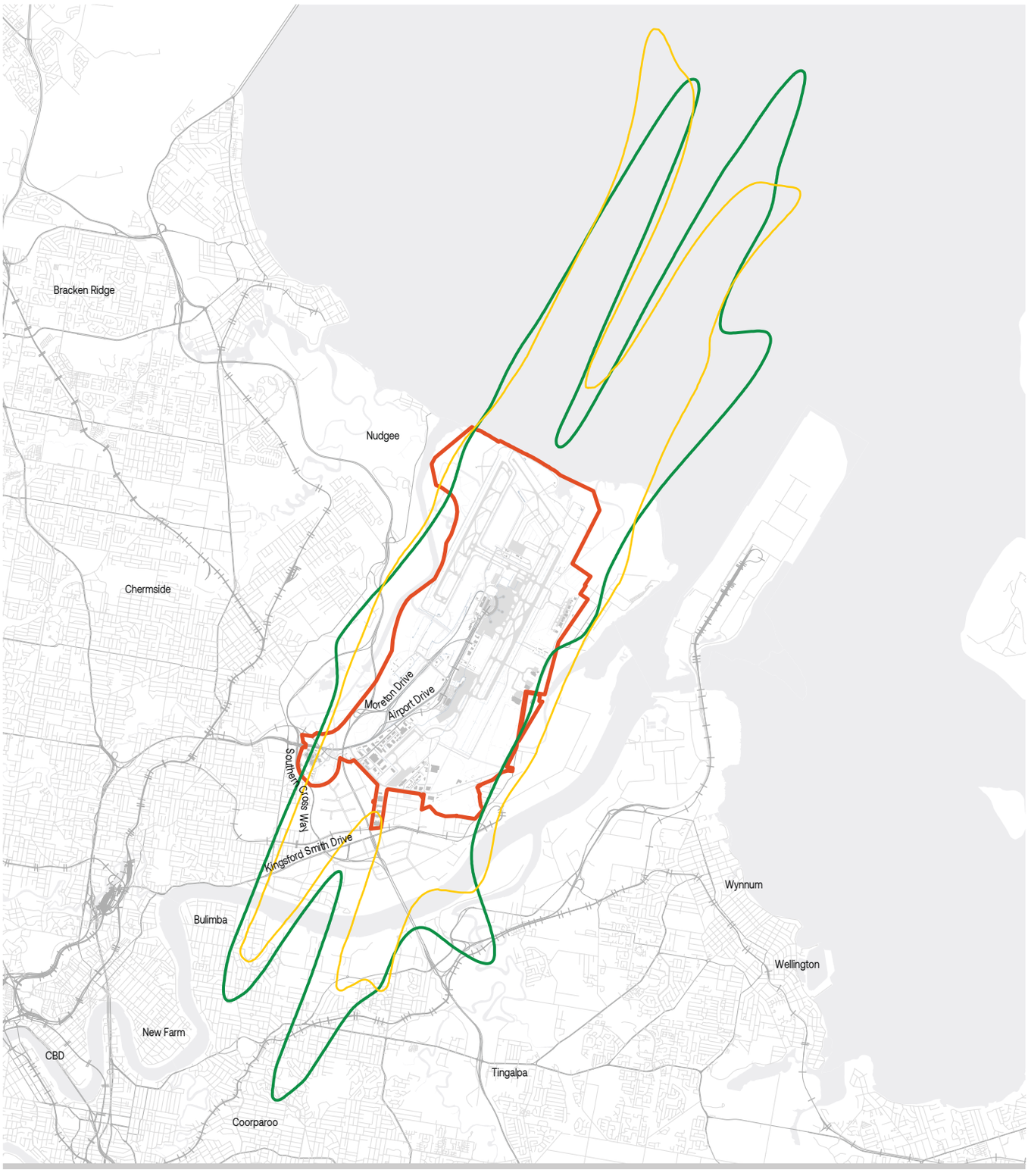
Compared to the 2020 ANEF, the 2026 ANEF at ultimate capacity shows minor changes in the ANEF 25, 30, 35 and 40 contours, with more significant changes to the extent and shape of the ANEF 20 contours. Figure 12.4 compares the 20 contours results between 2020 and 2026.

The 2026 ANEF 20 contour from the eastern runway extends further north, with a wider lateral extent over the water. It also extends further south over urban areas out to Camp Hill, as well as southeast over the industrial area of Hemmant. This is largely consistent with the 2014 ANEF 20 contour.

In contrast, the 2026 ANEF 20 contour from the western runway is narrower over the water and reaches slightly further south, over parts of Balmoral and Hawthorne.

While the ANEF is still based on long-term forecasts, and will continue to evolve as future flight paths, aircraft types and traffic levels change, the 2026 ANEF provides a more realistic picture of how aircraft noise is experienced in the community, given it includes a calibration of actual data as opposed to solely modelled information. This will help state and local governments make better-informed decisions about land use and future development off airport through integration with local planning schemes.

FIGURE 12.4: ANEF 20 CHANGE BETWEEN 2020 AND 2026



ANEF 20 change between 2020 and 2026 Master Plans

- 2026 ANEF 20 Contour
- 2020 ANEF 20 Contour
- Brisbane Airport boundary

N

0 1.25 2.5
Km

Aircraft Noise

Supplementary Noise Information

In addition to the ANEF, another important tool for assessing aircraft noise is the use of Number Above Contours (or N-Contours). N-Contours provide a different perspective on noise impact by showing the number of times noise levels exceed a certain threshold at various locations around an airport. Unlike the ANEF, which averages noise exposure over time, N-Contours focus on the frequency of high noise events, offering a more detailed understanding of how often communities are exposed to aircraft noise. Figure 12.5 shows the contours included in the National Airports Safeguarding Framework, Guideline A.

This method is particularly useful for understanding the community's experience of noise, as it focuses on the intensity and frequency of noise events rather than just overall exposure. N-Contours are increasingly being used alongside ANEF contours to give a more comprehensive view of aircraft noise exposure, helping to guide land use planning.



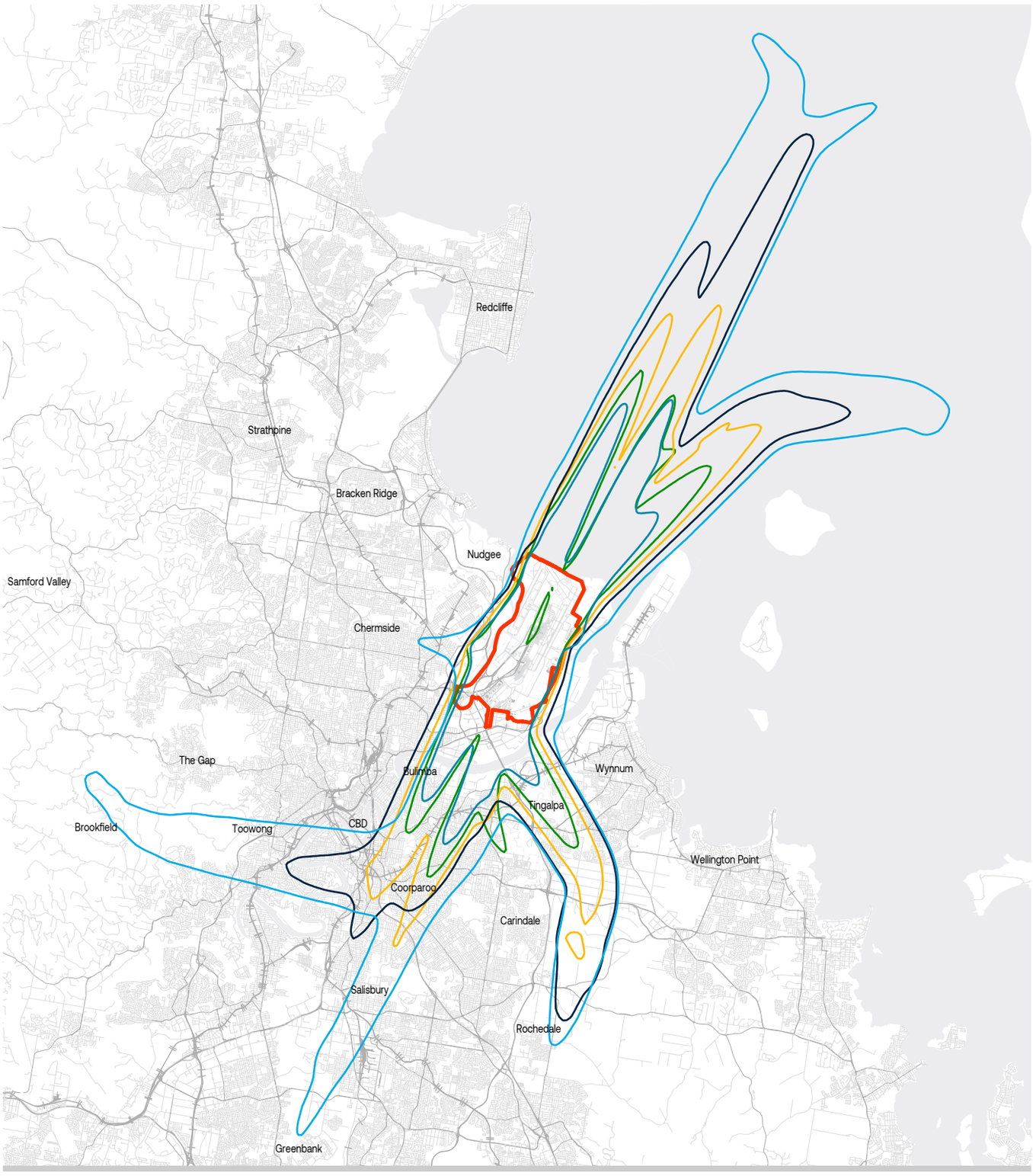
Number Above Contours

NASF Guideline A references N-Contours as a useful way of presenting the impact of aircraft noise to show the noise level of individual flight movements. This is commonly called the N70 (or N65 or N60) where N70 is the number of aircraft noise events louder than 70 dB(A). This approach is considered to provide the community with a more intuitive understanding of how many "noisy" events they might experience within an indicated zone.

70 dB(A) has often been used to categorise an event as 'noisy' as this corresponds to a 60 dB(A) noise level indoors, which can disturb conversation or other activities such as watching television.

N-Contours highlight the frequency of high noise events, offering a more detailed understanding of how often communities are exposed to aircraft noise.

FIGURE 12.5: SUPPLEMENTARY NOISE METRICS



Alternate Noise Metrics

NASF contours

- 20 or more daily events greater than 70dB(A)
- 50 or more daily events greater than 65 dB(A)
- 100 or more daily events greater than 60 dB(A)
- 6 or more events greater than 60 dB(A) between the hours of 11pm and 6am
- ANEF 20 contour
- Brisbane Airport boundary

N

0 3 6 Km

CHAPTER

13

Airport Environment Strategy

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Airport Environment Strategy

13.1 Environmental Management at Brisbane Airport

Brisbane Airport Corporation (BAC) is dedicated to making Brisbane Airport a thriving hub for aviation, industry and business whilst ensuring strong stewardship of the physical environment. Long-term environmental sustainability is a fundamental principle of BAC's operating philosophy and intrinsically linked to the successful attainment of its economic, operational and social objectives.

The Airport Environment Strategy (AES) details how Brisbane Airport contributes towards environmental values within the broader community. The airport maintains an Environmental Management System (EMS) certified to ISO14001:2015. The EMS provides a framework for continuous improvement of environmental management processes ensuring BAC continues to provide environmental value to the community.

The 2026 AES has been developed to ensure compliance with relevant regulatory requirements within the *Airports Act 1996* (the Act) and associated regulations.

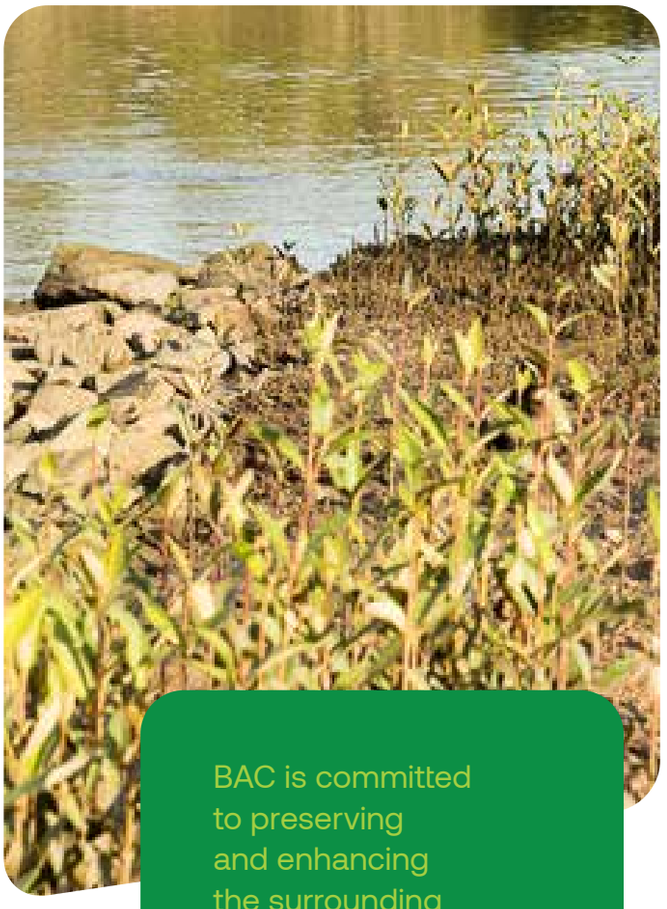
The AES includes an assessment of, and plans for, managing environmental issues at Brisbane Airport. The AES also includes:

- objectives for environmental management across the airport
- areas of environmental significance at the airport
- possible sources of environmental impact associated with airport operations
- environmental management framework including monitoring activities, and
- actions implemented to prevent, control and/or reduce the environmental impacts associated with airport operations.

The AES sets out the five-year strategic direction for environmental compliance including potential actions to be undertaken, where reasonable and practicable, to achieve overall environmental objectives. Table 13.1 below outlines indicative timeframes for commencement of said actions.

TABLE 13.1: TIMEFRAMES FOR ACTION PLANS

TIMEFRAME	DEFINITION
SUSTAINED	Rolling, regular review, update and implementation
INTERIM	0 – 5 years after the implementation of the AES
EXTENDED	5+ years after the implementation of the AES



BAC is committed to preserving and enhancing the surrounding environment.

Stakeholder Consultation

As part of the master planning process, BAC has engaged in direct consultation with the below stakeholders in relation to the development of the AES, including

- the Airport Environment Officer (AEO) and the Commonwealth Department of Infrastructure, Transport, Regional Development, Sport and the Arts (the Department)
- Queensland Government Department of Environment, Tourism, Science and Innovation
- Airport tenants and contractors, and
- Community feedback relating to existing airport operations.

The 2026 AES will also be presented in parallel with the 2026 Master Plan for a formal public comment period commencing in the mid-2025.

Location

Brisbane Airport is located within the Moreton Bay Catchment, approximately 15 kilometres north-east of Brisbane's central business district. Spanning 2,700 hectares, Brisbane Airport operates 24-hours a day and currently supports over 400 businesses in both aviation and non-aviation industries. The airport is largely surrounded by industrialised areas, including the Port of Brisbane and Australia Trade Coast, however, some smaller pockets of residential communities are located west of the airport.

Brisbane Airport is located on a reclaimed portion of the Brisbane River delta and is bounded by the mouth of the Brisbane River to the east, Kedron Brook Floodway and Boondall Wetlands to the west, Moreton Bay to the north and the M1 Pacific Motorway to the south. Kedron Brook, Boondall Wetlands and Moreton Bay are considered sensitive environments, parts of which are Ramsar-designated wetlands of international significance. Furthermore, areas of cultural significance for First Nations people also exist within and surrounding Brisbane Airport.

Environmentally Significant Areas

Brisbane Airport has completed extensive biodiversity and heritage investigations over the last 20 years. Based on these investigations and feedback from stakeholders, the following areas have been identified as being Environmentally

Significant Areas (ESAs) for the purposes of the Airports Act:

- Jackson's Creek ESA
- Jubilee Creek/Serpentine Inlet ESA
- Kedron Brook ESA
- Pinkenba ESA

These areas have been identified to protect and manage cultural and historical heritage sites, swamp oak forests, mangrove forest and various bird species. Further detail is provided in Section 7.1 and Section 7.2 of this AES.

Evolving Regulations and Expectations

As part of its EMS, BAC maintains a register of relevant State and Commonwealth environmental and heritage acts, regulations, policies and guidelines with which it must comply. Many of these documents are subject to ongoing review and amendment (e.g. the sunsetting of the *Airports (Environmental Protection) Regulations* (AEPR) in 2026, the publication of the third version of the *PFAS National Environmental Management Plan* (PFAS NEMP) in March 2025 and the ongoing drafting of the Water Quality Guidelines).

Changes to the regulatory environment are to be expected, given the evolutionary nature of scientific investigations and findings, as well as the increase in engagement from the community and shareholders around environmental performance. BAC actively engages with the wider airport community and stakeholders including employees, operators and shareholders to communicate how activities should align with evolving regulations and industry standards.

Corporate Sustainability

Brisbane Airport recognises the challenges aviation faces with decarbonisation and climate adaptation and has subsequently formed a dedicated plan to consider and respond to these opportunities as they arise across all aspects of business management.

The scope of this AES, while complementary to Brisbane Airport's broader sustainability objectives, focusses on environmental management rather than the broader corporate sustainability program of decarbonisation and adaptation planning.

BAC reports on progress against sustainably targets in the Brisbane Airport Corporation Annual Report.

13.2 Achievements since the 2020 Airport Environment Strategy

Since approval of Brisbane Airport's 2020 AES, BAC has implemented a range of actions, focusing on the management and monitoring of Brisbane Airport's environment. These achievements have been outlined below in Table 13.1.

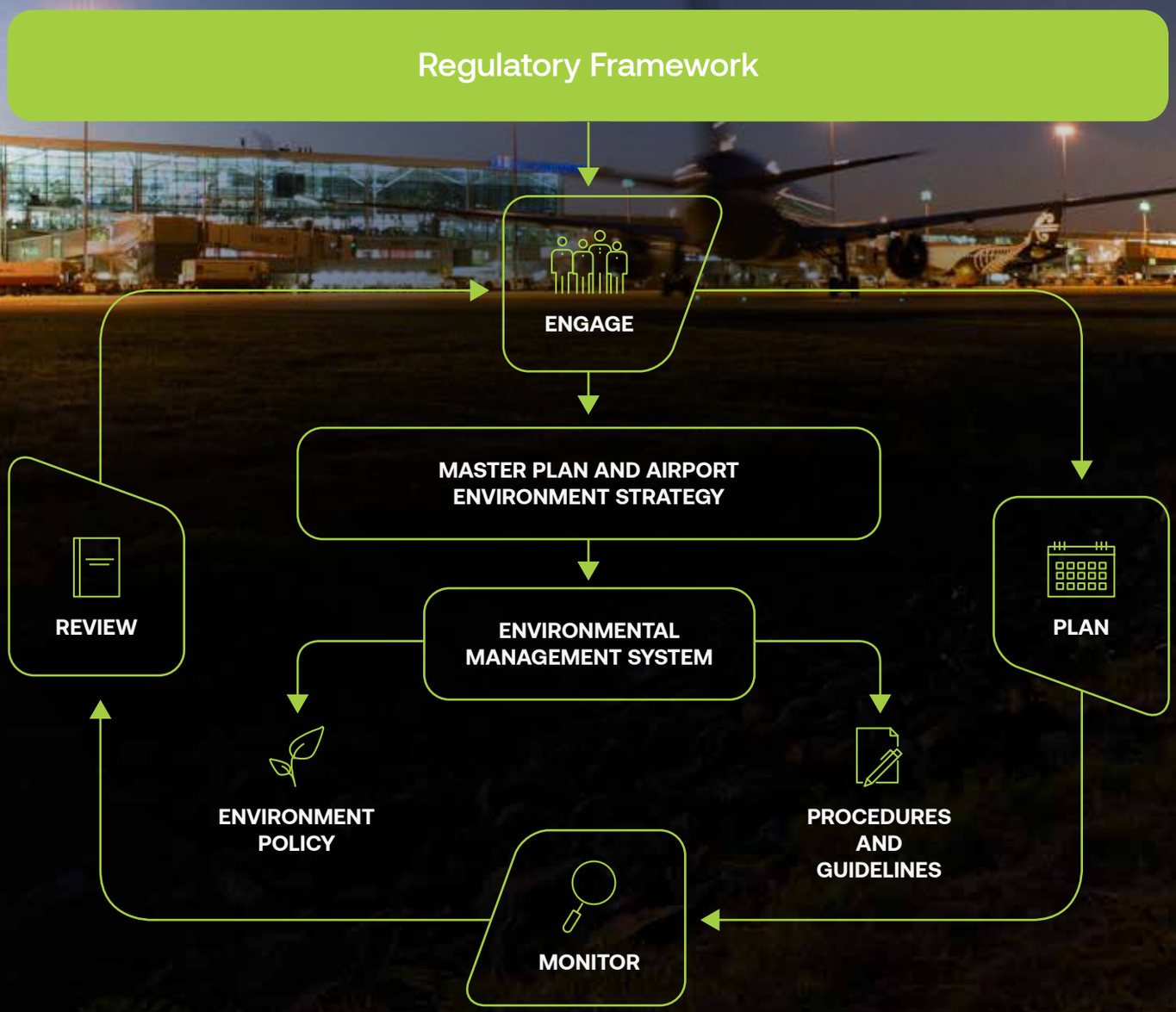
TABLE 13.2: ACHIEVEMENTS SINCE THE COMMENCEMENT OF THE 2020 AES

FOCUS AREA	ACHIEVEMENTS DELIVERED IN THE 2020 AES PERIOD
GENERAL ACHIEVEMENTS	• Certification of BAC's EMS to the ISO14001:2015 standard and continued certification • Development and implementation of a Site-wide Environmental Management Plan (Site-wide EMP) to manage low-risk development and construction activities • Development and implementation of an airport-wide PFAS Management Framework, to manage PFAS impacted material, which received auditor endorsement in 2024.
BIODIVERSITY	• In 2024, BAC undertook a Terrestrial Fauna Benchmarking Study across the airport to assess biodiversity trends • In 2025, BAC updated the Biodiversity Management Commitment (BMC), formally known as the Biodiversity Management Strategy (BMS).
HERITAGE	• BAC has updated the Brisbane Airport Heritage Management Plan (HMP) and 2024-2026 Innovate Reconciliation Action Plan (RAP). These plans were developed in consultation with First Nations communities • BAC has continued to have ongoing engagement with First Nations communities during the commissioning and installation of the artwork Land, Sea and Sky by First Nations artist in residence Delvene Cockatoo-Collins and the development of a yarning circle, which serves as a space for cultural gathering.
SOIL MANAGEMENT	• A review and update of the Contaminated Site Register (CSR) was conducted in both 2020 and 2025 • As part of the PFAS Management Framework, the PFAS Soil Management Plan (PFAS SMP) was developed and implemented across Brisbane Airport.
SURFACE WATER AND GROUNDWATER QUALITY	• In 2024, BAC developed the Water Quality Monitoring Program (WQMP). The WQMP is designed to understand and monitor water quality at Brisbane Airport • As part of the PFAS Management Framework, the PFAS Water Management Plan (PFAS WMP) was developed and implemented across Brisbane Airport • BAC also undertook a groundwater well audit in 2025.
GROUND-BASED NOISE AND VIBRATION	• No complaints were received by the airport from local communities or residents relating to ground-based noise from the airport.
AIR QUALITY	• Airshed modelling was completed for Brisbane Airport in 2024, providing an improved understanding of local air quality at the airport • Odour dispersion modelling was carried out for three development projects and following modelling, no issues were raised.
HAZARDOUS MATERIALS AND INCIDENT RESPONSE	• In 2024, a spill training kit was developed and provided to all airport operators, ensuring the correct usage and subsequent waste handling of spills.

13.3 Environmental Management Framework

Brisbane Airport has an Environmental Management Framework designed to ensure the ongoing management and monitoring of environmental issues and risks at the airport. The regulatory framework that forms the basis of the Environmental Management Framework at the Brisbane Airport include those detailed below in Figure 13-1. The AES is informed by this regulatory framework and operates as part of the statutory mechanism for BAC to manage environmental risks at the airport. A risk-based environmental management approach has been adopted by BAC. The ISO 14001:2015 certified EMS outlines BAC's environmental objectives, actions and processes to monitor, manage and respond to potential environmental issues in alignment with BAC's Risk Management Framework.

FIGURE 13.1: BRISBANE AIRPORT ENVIRONMENTAL MANAGEMENT FRAMEWORK



Airport Environment Strategy

Responsibilities for Environmental Management at BAC

A range of internal stakeholders are responsible for the environmental management of Brisbane Airport. BAC collaborates with all stakeholders to ensure the continual improvement of environmental management at the airport. These roles and responsibilities have been described in Table 13.3.

Environment Policy

BAC's Environment Policy sets the direction for the EMS to deliver continuous environmental improvement across Brisbane Airport. The policy which applies to all BAC personnel, states that BAC:

- Develops and operates Brisbane Airport in an environmentally responsible manner
- Complies with applicable environmental laws, policies and other legal requirements which apply to its operations and strives to exceed these requirements
- Focuses on continual improvement in environmental performance
- Takes a risk-based approach to managing environmental risks and minimising adverse impacts on the environment caused by its operations, and
- Fosters an environmentally responsible culture amongst BAC Personnel.

Environmental Management System

The EMS is a framework that enables BAC to achieve its environmental goals through consistent review, evaluation and improvement of its environmental performance. The scope of the EMS includes the management of operations, developments and tenants/operators. The EMS does not include sustainability requirements as these are managed through the Sustainability Framework, which is summarised in Chapter Four of the 2026 Master Plan.

The EMS follows the Plan-Do-Check-Act model to provide a risk-based iterative process to achieve continual improvement of environmental performance with a focus on reducing significant risk. BAC's EMS is certified to ISO 14001:2015 and audited annually.

The EMS comprises five key areas that ensure a continuous improvement approach to environmental performance, including:

- Planning
- Implementation
- Monitoring
- Reporting, and
- Review.



TABLE 13.3: ENVIRONMENTAL MANAGEMENT ROLES AND RESPONSIBILITIES

ROLE	RESPONSIBILITY
BAC BOARD OF DIRECTORS AND EXECUTIVE LEADERSHIP TEAM	• Oversees and holds responsibility for the overall environmental performance of the airport • Demonstrate a commitment to developing and promoting an environmentally responsible culture within BAC • Board of Directors act as the approvers of the Environment Policy • Executive Leadership Team hold a responsibility for supporting and promoting the EMS across the airport.
BAC ENVIRONMENT STAFF	• Overall responsibility for the implementation of the EMS, this AES and compliance with regulatory requirements • Ongoing communication with and reporting to the AEO • Undertake regular monitoring and review of monitoring across the airport environment.
AIRPORT TENANTS AND OPERATORS	• Prepare and implement an Operational Environmental Management Plan (OEMP) when required • Comply with all relevant environmental legislation alongside all BAC documentation which may include guidelines, plans, policies and procedures • Participate in environmental training as required • Undertake environmental audits and inspections as required • Have a responsibility to minimise and/or not cause adverse impacts to the airport environment, including: – A general duty to avoid polluting, to take all reasonable and practicable measures to prevent pollution or minimise where prevention is unavoidable – A general duty to take all reasonable and practicable measures to ensure there are no adverse consequences of tenant activities on the local environment, including biodiversity and heritage – A general duty to prevent offensive noise occurring and take all reasonable and practicable measures to prevent the generation of offensive noise or minimise where prevention is not avoidable • Report, investigate and if required rectify incidents or non-conformances.
AIRPORT ENVIRONMENT OFFICER (AEO)	• Appointed by the Department • Oversees the airport's compliance with environmental legislative requirements and responsibilities detailed in the Act and AEPR • Conduct site inspections and participate in regular internal meetings with BAC.
DEVELOPMENT CONTRACTORS	• Prepare and follow Construction Environmental Management Plans (CEMPs) when required. • Comply with all relevant environmental legislation alongside required BAC documentation which may include guidelines, plans, policies and procedures • Participate in environmental training as required • Undertake environmental compliance inspections as required, depending on CEMP requirements • Have a responsibility to minimise and/or not cause adverse impacts to the airport environment, including: – A general duty to avoid polluting, to take all reasonable and practicable measures to prevent pollution or minimise where prevention is unavoidable – A general duty to take all reasonable and practicable measures to ensure there are no adverse consequences of activities on the local environment, including both biodiversity and heritage – A general duty to prevent offensive noise occurring and take all reasonable and practicable measures to prevent the generation of offensive noise or minimise where prevention is not avoidable.

Airport Environment Strategy

Implementation and Monitoring

Brisbane Airport maintains a program of compliance monitoring to collect, record and report on the effectiveness of the EMS and the airport's management of significant environmental impacts. Environmental monitoring is a key component of the EMS to evaluate compliance, identify potential risks and opportunities, understand environmental performance, and encourage continual improvement. Table 13.4 provides a summary of the monitoring undertaken across Brisbane Airport's operational activities. The results of the monitoring data are provided to the Commonwealth airport environmental regulator for review annually.

TABLE 13.4: ENVIRONMENTAL ASPECTS, IMPACTS AND MONITORING

ENVIRONMENTAL ASPECT	POTENTIAL IMPACTS	FURTHER CONTROLS	MONITORING ACTIVITY	FREQUENCY
ENVIRONMENTAL MANAGEMENT	• Loss of EMS certification • Breach of the Act and AEPR obligations • Reputational damage	• Implementation of BAC's EMS, including annual audits and recertification	Annual Environment Report	Annually
			Internal reporting	Monthly
			EMS ISO 14001:2015 External Audit	Annually
			EMS ISO 14001:2015 Recertification	Three yearly
BIODIVERSITY	• Nuisance or harm to environmentally sensitive areas from pollution • Reduced or displaced fauna diversity and abundance • Loss of significant flora species	• BMC • Weed and pest management procedures • Site Specific CEMPs (where relevant, practicable and required) • Airport Operator specific OEMPs (where relevant, practicable and required) • Biodiversity control plans as part of the Site-Wide EMP	Estuarine monitoring	Annually
			Lewin's rail monitoring (call back)	Annually
			Shorebird monitoring	Annually
			Vegetation monitoring	Annually and as required by approved plans
HERITAGE	• A loss of cultural and/or historic heritage values and a relationship breakdown with First Nation communities and other heritage stakeholders may result from improper heritage management • A lack of consultation with First Nations parties, may result in heritage values not being understood or interpreted	• HMP • Stops Works Procedure within the Site-Wide EMP • Site Specific CEMPs (where relevant, practicable and required)	Heritage monitoring	As required by approved plans

ENVIRONMENTAL ASPECT	POTENTIAL IMPACTS	FURTHER CONTROLS	MONITORING ACTIVITY	FREQUENCY
WATER QUALITY	• Reduction of water quality and/or pollution may be created from stormwater runoff • Mobilisation and migration of contamination in groundwater may result in pollution or a reduction in water quality • Acidification from acid sulfate soils (ASS) may result in contamination mobilisation or impacts on water quality	• WQMP • PFAS WMP	Surface water monitoring	Quarterly or as required by approved plans
		• Site Specific CEMPs (where relevant, practicable and required) • Airport Operator specific OEMPs (where relevant, practicable and required) • Water quality control plans as part of the Site-Wide EMP	Groundwater monitoring	Quarterly or as required by approved plans
SOIL QUALITY	• Mobilisation and migration of contamination may result in pollution • Acidification from ASS may result in land use issues or pollution • Improper importation or exportation of soil may result in pollution and/or biosecurity risks	• PFAS SMP • CSR • Soil and groundwater contamination control plans as part of the Site-Wide EMP • Site Specific CEMPs (where relevant, practicable and required) • Airport Operator specific OEMPs (where relevant, practicable and required) • Erosion and Sediment Control Guidelines • Drain Maintenance Asset Management Plan	Contaminated site management	As required by approved plans
			ASS management	As required by approved plans
GROUND-BASED NOISE	• Ground-based noise may cause environmental nuisance and detrimental impacts to BAC's relationship with the local community	• Airside Operations manual • Site Specific CEMPs (where relevant, practicable and required) • Airport Operator specific OEMPs (where relevant, practicable and required) • Ground-based noise and vibration control plans as part of the Site-Wide EMP	Engine ground running noise monitoring	As required

Airport Environment Strategy

ENVIRONMENTAL ASPECT	POTENTIAL IMPACTS	FURTHER CONTROLS	MONITORING ACTIVITY	FREQUENCY
LOCAL AIR QUALITY	• Noxious or offensive odour emissions create environmental nuisance and detrimental impacts to BAC's relationship with the local community • Emissions may cause pollution and breach AEPR	• Site Specific CEMPs (where relevant, practicable and required) • Airport Operator specific OEMPs (where relevant, practicable and required) • Air quality control plans as part of the Site-Wide EMP • National Greenhouse and Energy Report (NGER) Act • National Pollutant Inventory (NPI)	Air quality monitoring	As required
			Odour monitoring	As required
HAZARDOUS CHEMICALS	• Pollution from leaks, spills and associated stormwater run-off • Pollution resulting from leaks and spills associated with inadequate fuel tank facilities	• Site Specific CEMPs (where relevant, practicable and required) • Airport Operator specific OEMPs (where relevant, practicable and required) • Storage, handling and use of hazardous substances control plans as part of the Site-Wide EMP	Removal of regulated waste	As required
			Underground storage tank integrity testing	Annually
			Inspections of hazardous materials storage areas	Regular and ongoing

Reporting and Reviewing

A comprehensive set of reporting processes are in place to monitor BAC's progress in achieving environmental objectives, ensuring compliance with regulatory requirements and encouraging continuous improvement.

BAC is required to submit an Annual Environment Report to the Department which provides an account of BAC's environmental management performance with reference to:

- Environmental monitoring
- Pollution incidents and associated remediation
- Information relating to environmental performance of other airport users, and
- Performance against objectives outlined in the AES.

As part of promoting an environmentally responsible culture, BAC undertakes regular reviews of the EMS to deliver continual improvement of environmental performance. In reviewing the EMS, BAC considers the effectiveness of the EMS and identifies opportunities for improvements. BAC also regularly review environmental objectives, targets and actions as well as the Environment Policy.



As part of promoting an environmentally responsible culture, BAC undertakes regular reviews of the EMS to deliver continual improvement of environmental performance.

13.4 Development Activities

DEVELOPMENT OBJECTIVES

To ensure development projects at the airport are undertaken in an environmentally responsible manner in accordance with the BAC EMS.

Overview

Development at Brisbane Airport is subject to extensive planning and environmental assessments that ensure that the BAC Master Plan and legislative requirements are complied with prior to approval. A rigorous development approval process has been established to ensure BAC compliance with regulatory obligations. The thoroughness of the approval will depend on the type of works being undertaken, as specified in the Airports (Building Control) Regulations 1996 (ABCR) and AEPR. This ensures that future developments are planned, built and managed in an environmentally responsible manner, minimising environmental impacts.

Risk Rating

BAC has established environmental risk categories for development works to assess their potential environmental and compliance risks. The assignment of risk categories is based on several factors, including:

- Scope and complexity of the works
- Duration of works
- Location
- Type of material to be excavated, and
- Level of contamination which may be derived from an environmental investigation or historical records.

The risk categories include:

- High Risk: Development projects located in high-risk areas, with the potential to cause environmental harm if not effectively managed
- Medium Risk: Development projects with the potential to cause material environmental harm if not managed
- Low Risk: Development projects with potential to cause nuisance environmental harm
- Very Low Risk: No foreseeable risk of environmental harm.

BAC assigns risk categories to development projects to determine the required environmental management controls prior to building approval submission. Table 13.5 below outlines the risk categories and their requirements.

TABLE 13.5: ENVIRONMENTAL RISK RATINGS FOR DEVELOPMENT WORKS

DEVELOPMENT RISK CATEGORY	REQUIREMENTS
HIGH	• Comprehensive environmental investigations may be required to assess risks • Development of detailed management plans consistent with relevant guidelines and BAC's EMS framework.
MEDIUM	• Environmental investigation may be required based on the scope of works • Preparation of management plans that align with relevant guidelines and BAC's EMS framework.
LOW	• Works are typically managed through BAC's EMS framework with minimal additional requirements • Some management plans and procedures may be required.
VERY LOW RISK	• Works are fully covered by BAC's EMS framework, managements plans and procedures, requiring no further action.

Development and Construction Contractor Obligations

Development and construction contractors engaged by Brisbane Airport are responsible for conducting their activities in an environmentally responsible manner and in accordance with BAC's EMS Framework, the AES and relevant legislation and guidelines. Contractors may be required to engage a Suitably Qualified Person (SQP) during the development application process, to provide advice, conduct investigations or prepare management documentation where necessary, as requested by the BAC Environment Team.

Tenants operating on airport are required to undertake the same processes for any development works.

PFAS Management Plan

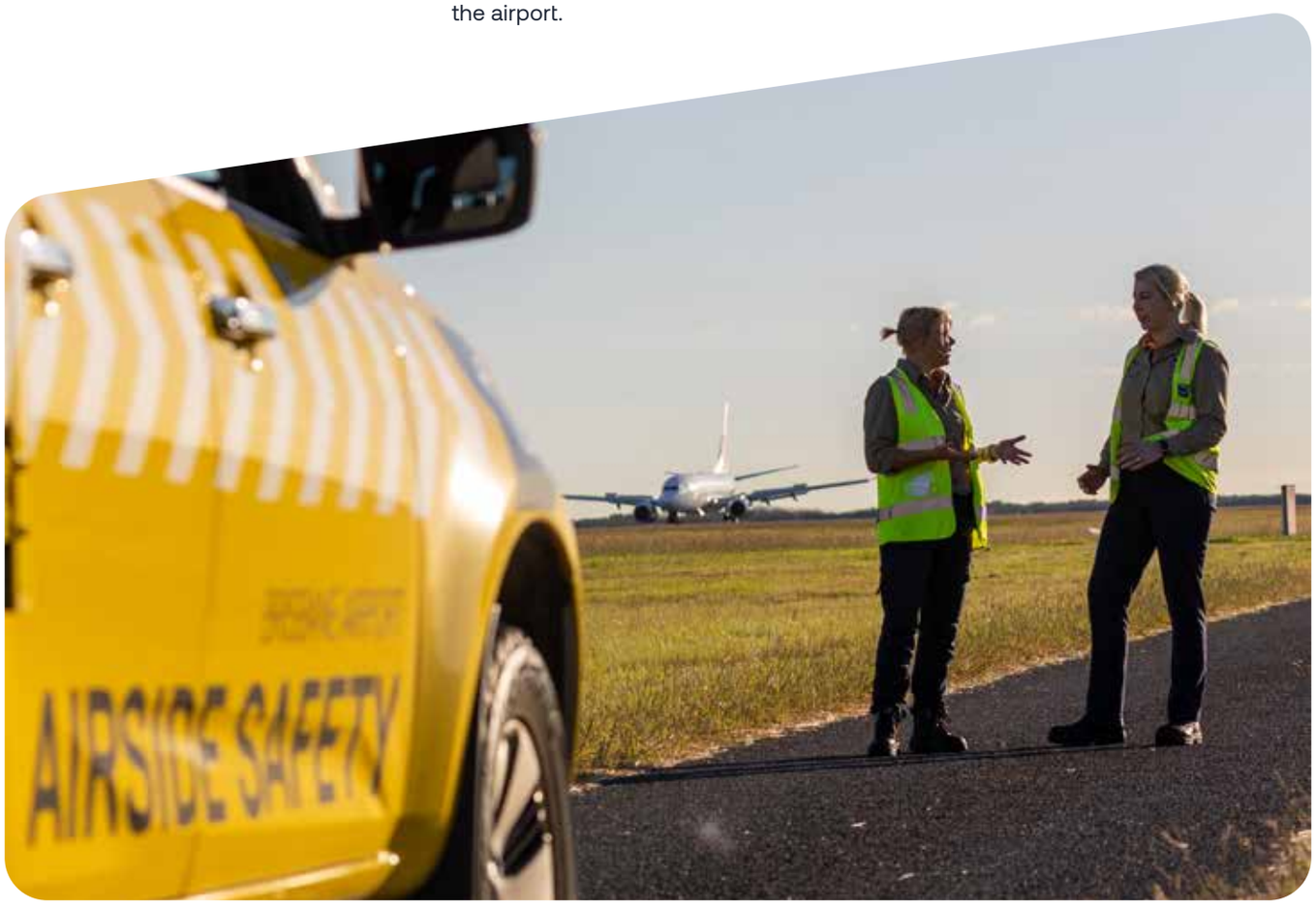
As part of Brisbane Airport's ongoing environmental management efforts, including the management of per- and poly-fluoroalkyl substances (PFAS), BAC has developed a comprehensive airport-wide PFAS Management Framework and respective PFAS Management Plans. The PFAS Management Plan was developed to align with best practice guidance for the assessment and management of contaminated land and water across the airport and it employs a consistent, risk-based approach to managing PFAS-impacted materials at Brisbane Airport.

Key components of the PFAS MP includes the PFAS Water Management Plan (PFAS WMP) and the PFAS Soil Management Plan (PFAS SMP) which provide guidance for managing PFAS impacted soil and water across the airport.

The PFAS WMP and SMP aim to maintain and protect soil and water quality where practicable within the airport site and maintain compliance with relevant regulatory requirements. The PFAS WMP and SMP apply to contractors undertaking activities at the airport with the potential to encounter PFAS impacted soil and/or water. BAC has established, and are continually refining, procedures and plans to align with relevant government guidelines and industry standards.

Assessment Process

Under the requirements of the AEPR and ABCR, development work conducted on airport land may be required to go through the Building Approval (BA) process. To support this, BAC has a dedicated Approvals Team to oversee and facilitate the BA process.



Action Plan

The following actions are proposed, where relevant and practicable, in achieving the development objectives in the AES:

ACTION	TIMEFRAME
Produce environmental management documentation in line with BAC's EMS Project Risk profile.	Sustained
Ensure implementation of BACs airport approved environmental guidelines and in line with the project risk assessment.	Sustained
Ensure ecological assessments are undertaken, where required, and in line with the project risk assessment.	Sustained
Implement BAC's Unexpected Finds Protocols (UFP) where relevant.	Sustained
Ensure that the BAC PFAS Management Plan is correctly referenced and implemented on projects, and in line with the project risk assessment.	Sustained
Monitor and mitigate ground-based noise and vibration impacts from development projects in accordance with BAC's EMS Framework, BAC's approved environmental guidelines and project risk assessment.	Sustained
Implement air quality mitigation measures during the construction of development projects in accordance with BAC's EMS Framework and project risk assessment.	Sustained
Manage environmental incidents during development in line with BAC's EMS Framework.	Sustained



Airport operators have an environmental responsibility to minimise and/or not cause adverse impacts to the airport environment.

13.5 Airport Operations

As a hub of trade and commerce, Brisbane Airport supports a range of tenants, operators, third parties and operational contractors (airport operators), spanning freight, aircraft handling, research, manufacturing, property and infrastructure development, education, training, recreation, tourism, accommodation, leisure and retail, each with a unique set of environmental risks.

Airport operators have an environmental responsibility to minimise and/or not cause adverse impacts to the airport environment. Activities undertaken by airport operators should be conducted in an environmentally responsible manner and align with the BAC Environmental Management Framework, complying with the EMS and AES. Airport operators must implement measures to prevent, control or reduce environmental risk and the potential impacts from their activities, in accordance with legislation and BAC requirements.

There are environmental obligations for airport operators during all phases of the tenancy or works lifecycle.
The phases include:

- Operation
- Expansions, changes to site activities, significant maintenance
- Incidents
- Decommissioning, demolition or vacating

BAC provides direction to and monitors how airport operators manage their environmental responsibilities whilst undertaking operations and activities at the airport.

Any construction that is required to be carried out by airport operators is covered below under Section 13.4 of the AES.

Risk Rating

BAC has established environmental risk rating profiles for airport operators to assess their potential environmental risk and to define the requirements for inspection regimes, frequency of audits and reporting to BAC. The risk ratings have been defined below:

- High Risk: Airport operators with the potential to cause serious environmental harm
- Medium Risk: Airport operators with the potential to cause material environmental harm
- Low Risk: Airport operators with potential to cause nuisance environmental harm
- Very Low Risk: No foreseeable risk of environmental harm.

Airport operators with an environmental risk rating of High and Medium are required to prepare an OEMP, low environmental risk airport operators may be required to prepare an OEMP. The OEMP must be prepared prior to commencement of the use of airport premises or any works. It is required to identify environmental risks of the site and subsequent controls that will enable the mitigation of the risk throughout the life of the tenancy/ operations. Incident response is required to be built into every tenant or operator's OEMP, including a training schedule, emergency contacts and appropriate response procedures for the related risk level. In the event of an incident BAC should be notified as soon as reasonably possible and an incident report provided, which includes any actions to remediate or to reduce likelihood of another incident.

Airport operators are required to complete the online Operator Annual Return, the information that is required to be submitted for the Operator Annual Return will differ is based on their risk category. The information that is requested could include but is not limited to, an Annual Environment Report, audits, monitoring results, maintenance records and regulated waste certificates.

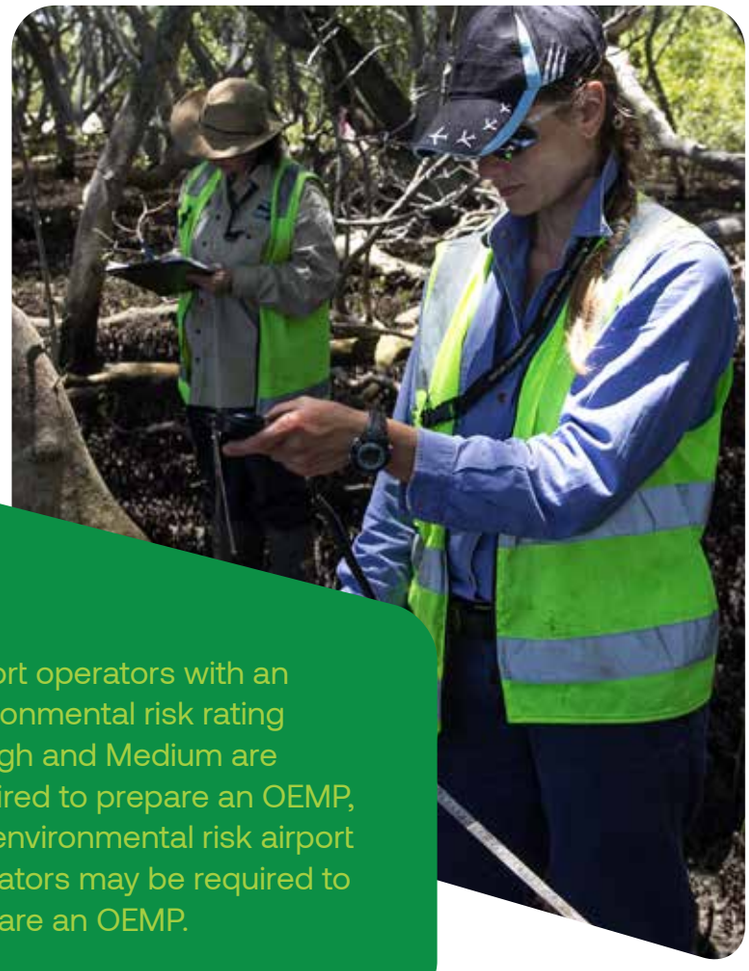
The requirements for tenants have been provided in Table 13.6.

Airport Environment Strategy

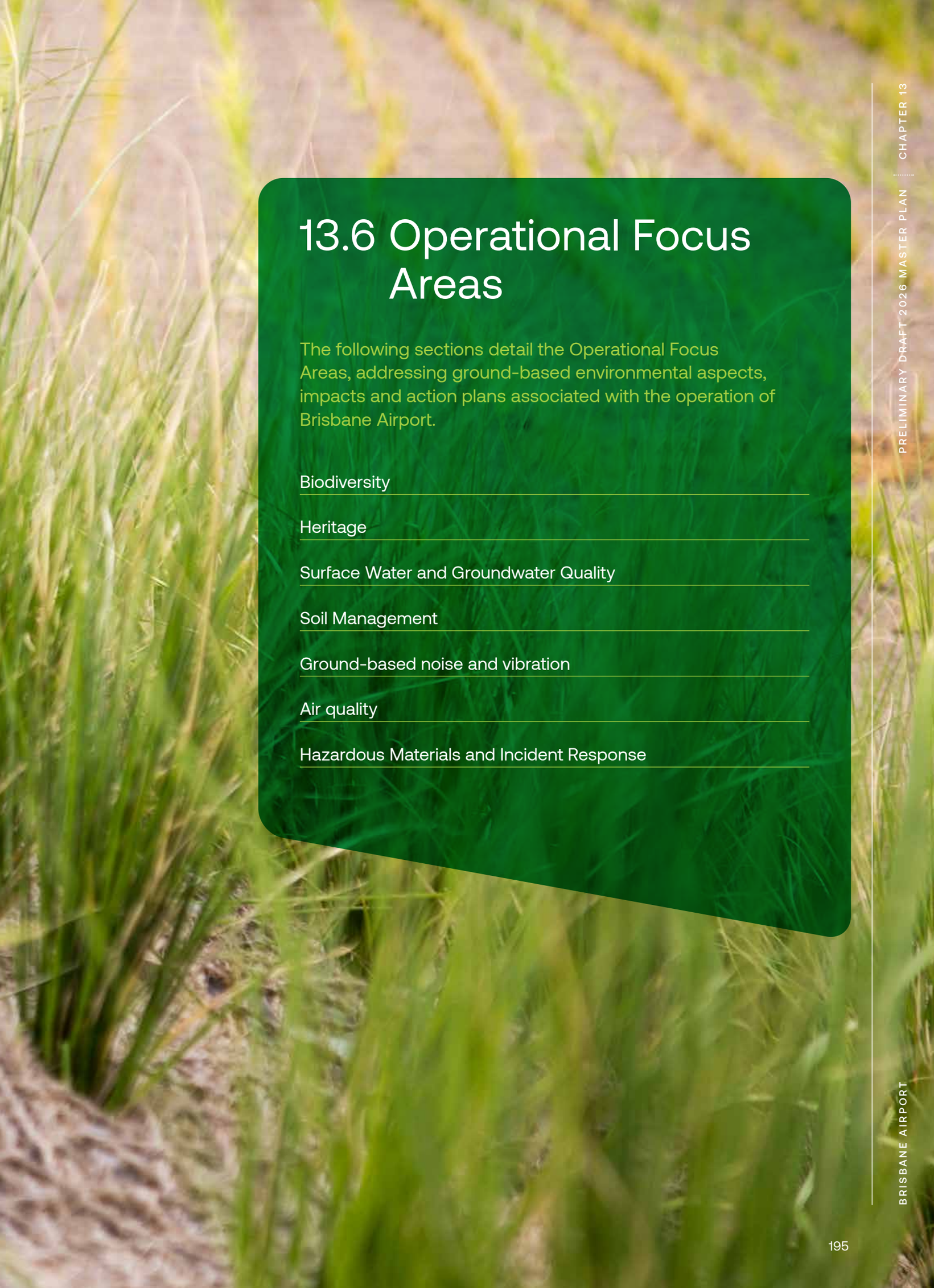
TABLE 13.6: ASSESSMENT REQUIREMENTS FOR TENANTS AT BAC

TENANT RISK CATEGORY	REQUIREMENTS
HIGH	• OEMP in alignment with Section 4 of ISO14001:2015 • Operator Annual Return (including any environmental monitoring which occurred in past financial year) • Annual External audit (carried out by an independent third party)
MEDIUM	• OEMP in alignment with Section 4 of ISO14001:2015 • Operator Annual Return (including any environmental monitoring which occurred in past FY) • Annual Internal audit (carried out by an SQP)
LOW	• OEMP in alignment with Section 4 of ISO14001:2015 if requested or triggered. • Operator Annual Return (including any environmental monitoring which occurred in past FY) • Audit – if requested or triggered.
VERY LOW	• Operator Annual Return • OEMP and audit is not required

BAC also undertakes scheduled and unscheduled tenant inspections based on audit findings, or if triggered from an incident or other event that has potential to cause harm to the environment. The inspections performed do not form the basis of an internal or external audit but are intended to assist airport tenants with their obligations under the relevant environmental legislation and as per the requirements of their lease. If a non-conformance is identified as a breach of the tenant's lease, they may be issued with a notice to remedy the nonconformance by the Brisbane Airport Property Manager. Depending on the nature and severity of the non-conformance, it may be necessary to seek legal advice. Certain incidents and non-conformances may require notification to the Department.



Airport operators with an environmental risk rating of High and Medium are required to prepare an OEMP, low environmental risk airport operators may be required to prepare an OEMP.



13.6 Operational Focus Areas

The following sections detail the Operational Focus Areas, addressing ground-based environmental aspects, impacts and action plans associated with the operation of Brisbane Airport.

Biodiversity

Heritage

Surface Water and Groundwater Quality

Soil Management

Ground-based noise and vibration

Air quality

Hazardous Materials and Incident Response

13.7 Biodiversity

BIODIVERSITY OBJECTIVES

To conserve the unique biodiversity of Brisbane Airport through the management of natural areas on the airport, with a focus on enhancing ESAs.






Overview

As Brisbane Airport grows to meet the needs of future generations BAC aim to conserve the unique biodiversity. The airport is home to, or is likely to support, threatened species, threatened ecological communities, and migratory species that make up local biodiversity. Many of these ecological values are also supported offsite in the neighbouring Boondall and Moreton Bay wetlands, identified as wetlands of international importance under the Ramsar Convention.

BAC has a designated Biodiversity Zone that occupies over 10% (285 ha) of the airport's total area. This zone is made up of vegetation communities and wildlife habitats that include:

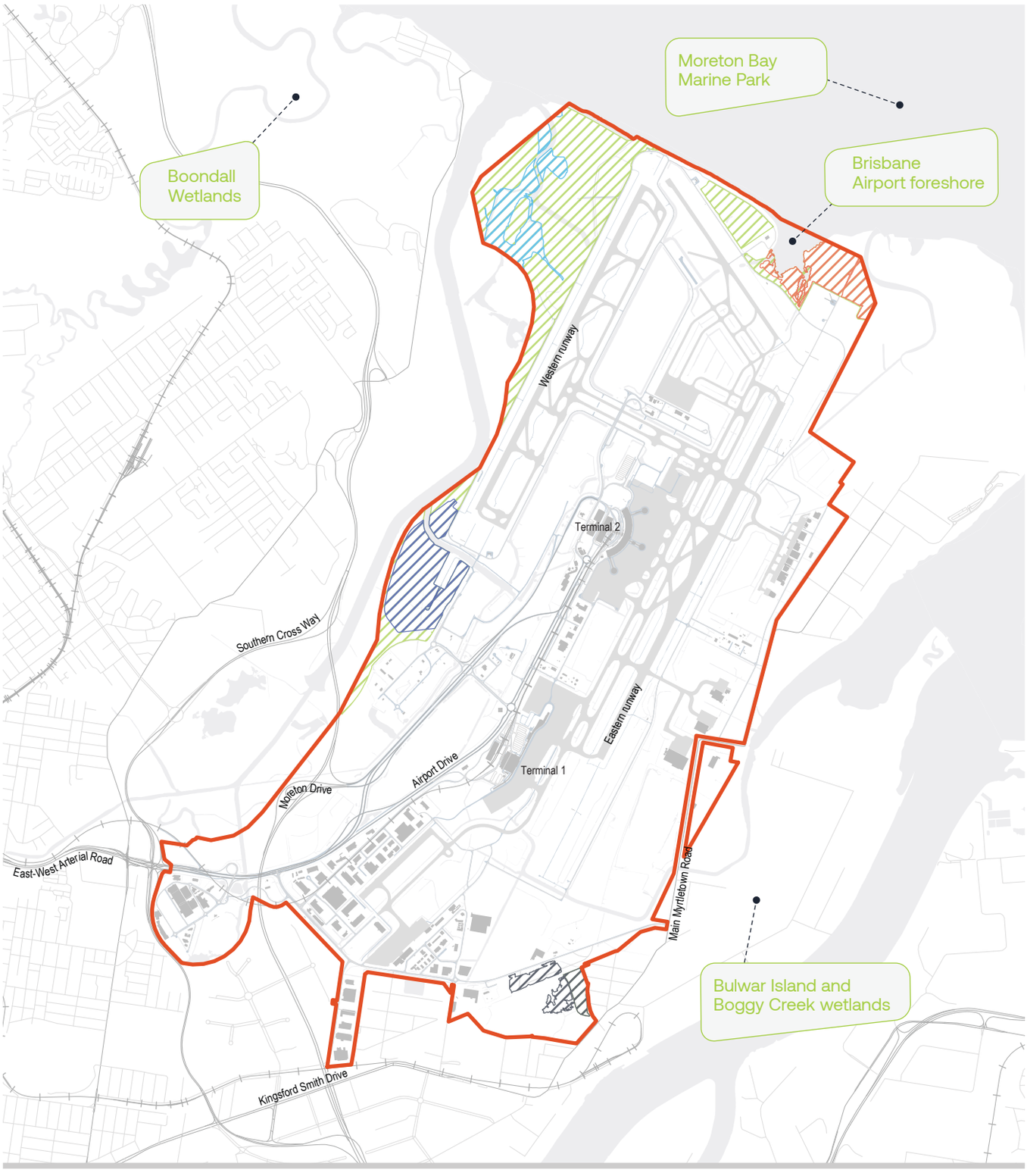
- Remnant and regrowth mangrove and saltmarsh communities within Jubilee/ Serpentine Creek and Jackson Creek, and adjacent to the Pinkenba residential community
- Intertidal sand flats which provide feeding grounds for migratory shorebirds and other wetland birds
- Tall grasslands and sedgelands, home to nesting and ground dwelling bird species; and
- Casuarina plantations that provide shelter to small forest bird species unlikely to present a hazard to aircraft safety.

Within the Biodiversity Zone, four areas have been afforded a higher level of protection through the AEPR by designating them as Environmentally Significant Areas (ESAs). These four ESAs are known as:

- Jackson's Creek ESA
- Jubilee Creek/Serpentine Inlet ESA
- Kedron Brook ESA
- Pinkenba ESA

Matters of National Environmental Significance (MNES) and Matters of State Environmental Significance (MSES) have been assessed for the Biodiversity Management Commitment (BMC) and were considered during the development of the ESAs. The ESAs will grow and change with the requirements under various legislations/regulations and aim to support conservation of endangered flora and fauna. A map of the current ESAs located within Brisbane Airport has been provided in the following Figure 13.2.

FIGURE 13.2: BIODIVERSITY AREAS AT BRISBANE AIRPORT



Flora

Brisbane Airport comprises of land which has largely been modified through clearing, however, areas of both naturally occurring species and planted species of varying conservation values, exist within the boundaries of the airport. Recent assessments indicates that no threatened flora species are known to or likely to occur at the airport, in accordance with the Environment Protection and Biodiversity Conservation Act 1999 (EPBC Act). However, areas of ecological communities have been identified as Threatened Ecological Communities (TEC) as per the EPBC Act. Vegetation communities across the Biodiversity Zone and ESAs are described as follows and depicted in in Figure 13.3.

Mangroves

Mangroves across the airport are predominantly re-growth that has regenerated since the original Brisbane Airport development in the 1980s, apart from some remnant mangrove communities at the former mouth of Serpentine Creek and Jubilee Creek. Most mangrove communities within the Biodiversity Zone are dominated by Grey Mangrove (Avicennia marina), except for an area of mixed mangroves that also includes Orange Mangrove (Bruguiera gymnorrhiza) and Yellow Mangrove (Ceriops tagal) located at the mouth of Jubilee Creek.

Saltmarsh

Multiple patches of Subtropical and Temperate Coastal Saltmarsh have been identified across low-lying portions of the airport. This includes areas of remnant vegetation, open non-remnant areas, and areas which were subjected to historical clearing and revegetated with Swamp Oak (Casuarina glauca).

Saltmarsh patches are generally dominated by a dense groundcover of Salt Couch (Sporobolus virginicus), with only small areas of bare saltpan and scattered Swamp Oak or Grey Mangrove (Avicennia marina) as a sparse tree layer.

Swamp Oak (Casuarina Glauca)

Swamp Oak has been planted across the airport, chosen for its relatively poor fauna habitat potential to mitigate against bird airstrike risk and ability to exist within saline soils. A plantation and a naturally occurring ecological community within Brisbane Airport meet the key diagnostic criteria for recognition as the Swamp Oak TEC as set out in the EPBC Act (i.e. tree canopy dominated by Swamp Oak with a total tree canopy crown cover greater than 10% and patch size and native understorey vegetation cover thresholds). These areas have been identified as part of the Pinkenba ESA.

All other portions of the Casuarina glauca tree plantation blocks had non-native species comprising more than 80% of total understorey vegetation cover and/or transformer weeds comprised of more than 50% of total understorey vegetation cover; therefore, these portions did not meet the condition criterion for recognition as the Swamp Oak TEC.

Phragmites wetlands/ unmanaged grasslands

Phragmites wetlands are located predominantly adjacent to the Kedron Brook Floodway and the ephemeral wetland is dominated by the Common Reed (Phragmites australis). Other species previously identified within these wetlands include Juncus continuus, Bunchy Sedge (Cyperus polystachyos) and Pennywort (Centella asiatica). The area has historically struggled with woody weed regrowth and infestations.



FIGURE 13.3: VEGETATION AT BRISBANE AIRPORT



Airport Environment Strategy





Fauna

A diverse range of fauna species occur within or near Brisbane Airport, including species with varying conservation significance, some of which are described below. The Biodiversity Zone and ESAs are regularly monitored to assess their condition and inform management and mitigation processes.

The most recent monitoring survey recorded 156 species across the Biodiversity Zone and ESAs, comprising two amphibians, 13 reptiles, 122 birds and 19 mammals. This includes 19 migratory shorebird species which are listed as threatened species under the EPBC and/or *Nature Conservation Act 1992* (NC Act).

Migratory Shorebirds

The intertidal sandflats and mudflats fringing the Brisbane Airport foreshore, between the mouths of Kedron Brook to the north and the Serpentine Creek inlet to the south, cover a length of approximately 3 km. This area provides important foraging habitat for particularly large numbers of migratory shorebirds, resident shorebirds and other waterbirds and, as such, is an important part of the Moreton Bay Ramsar site.

Surveys are completed every eight months over this 3 km section of the Brisbane Airport foreshore between Serpentine Inlet and Kedron Brook. These surveys have been completed each year since 2010/11.

Wildlife hazard risk

Certain wildlife at the airport may pose a significant risk to aircraft safety. BAC is committed to ensuring the safety of aircraft and biodiversity across the airport. The Brisbane Airport Wildlife Hazard Management Plan defines the risk wildlife poses to air traffic and sets objectives, performance indicators and procedures for risk management.

Swamp Oak plantations are found across different areas of the airport. These plantations do not attract large numbers of species that are potentially hazardous to aircraft. Most of the birds present in these plantations are small and remain within this habitat; such that they present a low risk to aircraft safety.

Invasive Species

Invasive flora and fauna species are an issue that crosses many borders, and requires management on many sites across Australia, from commercial to residential. Brisbane Airport site has identified several invasive fauna and flora species, including but not limited to Red Imported Fire Ants (Solenopsis invicta), Red Fox (Vulpes vulpes), Lantana (Lantana camara) and Cat's Claw Creeper (Dolichandra unguis-cati).

Brisbane Airport collaborates with neighbouring stakeholders including relevant government departments, to manage the threat that these invasive species pose. The collaboration with other stakeholders also supports internally lead programs, which are outlined in documents such as the BMC and within BAC weed and pest management procedures.

Action Plan

The following actions are proposed, where reasonable and practicable, to encourage continuous improvement in the AES biodiversity objectives:

ACTION	TIMEFRAME
Review and implement the BMC, as required, including reviews of ESAs and the legislative status of biodiversity values across the airport.	Sustained
Monitor and manage weeds and invasive species across the airport.	Sustained
Ensure continued implementation of Wildlife Hazards Management Plan.	Sustained
Collaborate with relevant stakeholders to manage Fire Ants.	Sustained
Ensure continued biodiversity and ESA compliance monitoring is undertaken.	Sustained

13.8 Heritage

HERITAGE OBJECTIVES

To conserve the unique cultural and historic heritage values at Brisbane Airport.

BAC is committed to protecting the First Nations (Indigenous) and historic (non-Indigenous) heritage values of its estate.

Airport Environment Strategy



The airport site is culturally and spiritually significant to the Brisbane First Nations Peoples and areas of Aboriginal cultural heritage values exist across, and in proximity to the airport.

Overview

BAC is committed to protecting the cultural (Indigenous) and historic (non-Indigenous) heritage values of its estate. Brisbane Airport is located within a rich cultural landscape that has likely been occupied by First Nations people for more than 40,000 years.

The airport is culturally and spiritually significant to the Brisbane First Nations Peoples and areas of cultural heritage values exist across, and in proximity to the airport. Identified areas of known cultural and spiritual significance located on the Brisbane Airport site include dreaming tracks and dreaming sites, pathways, ceremonial grounds, burial sites, areas of temporary campsites, resource areas and artefacts which were uncovered and relocated on country.

Brisbane Airport also contains important historic heritage values related to the former Cribb Island residential community, Australian aviation history, and World War II (WWII). Known historic heritage values at Brisbane Airport include the former Cribb Island Complex and School, the Kingsford Smith Memorial building and Southern Cross aircraft, as well as a WWII memorial and former WWII related locations.

Figure 13.4 shows the identified cultural heritage and historic heritage areas of values.

The Brisbane Airport HMP is the key document governing the management of cultural and historic heritage values at Brisbane Airport. This document outlines the heritage management strategy for the airport. Heritage is also managed across the airport in accordance with the EMS and the Brisbane Airport Reconciliation Action Plan (RAP). In addition, BAC implements the requirements of the Southern Cross Aircraft Warehousing and Display Agreement with the Commonwealth Government by maintaining the Kingsford Smith Memorial building and protecting and maintaining the Southern Cross aircraft.

Action Plan

The following actions are proposed, where reasonable and practicable, to encourage continuous improvement the AES heritage objectives:

ACTION	TIMEFRAME
Ensure continued review and implementation of the Brisbane Airport HMP.	Sustained
Ensure heritage values are protected and communicated to airport personnel, the broader BAC community and public.	Sustained
Engage with First Nations and key heritage stakeholders, where relevant for heritage management.	Sustained
Undertake assessments of heritage value areas where additional management is required as part of the HMP.	Extended

FIGURE 13.4: HERITAGE AREAS



Heritage Sites

- Brisbane Airport boundary

Historical Heritage

- Historical Heritage Sites

Aboriginal Heritage

- Other Aboriginal Heritage Sites
- Aboriginal Pathway

13.9 Surface Water and Groundwater Quality

SURFACE WATER AND GROUNDWATER QUALITY OBJECTIVES

Minimise the impact of airport operations on water quality in water bodies on or adjacent to Brisbane Airport.

Overview

Brisbane Airport is situated within in the lower Brisbane River and Kedron Brook catchments, which have been highly modified for urban and commercial developments, including heavy industry activities. These catchments flow into Moreton Bay, a Ramsar-listed wetland of international importance. BAC has developed a strategic approach to managing water-related environmental impacts at the airport. These impacts are monitored through an airport wide Water Quality Monitoring Program (WQMP). This program is also supported through monitoring undertaken by airport operators.

Surface Water/ Stormwater

Surface water quality at and surrounding Brisbane Airport is impacted by both anthropogenic and natural sources, including contamination resulting from historical on-site and off-site activities and historical clearing of large areas of riparian vegetation from waterways. Brisbane Airport is covered by an extensive stormwater drainage network, consisting primarily of large open swales, drains and settling ponds, as shown in Figure 13.5. BAC manages surface water and stormwater quality at the airport through the implementation of management practices such as gross pollutant traps, robust spill management procedures and airport operator reporting.

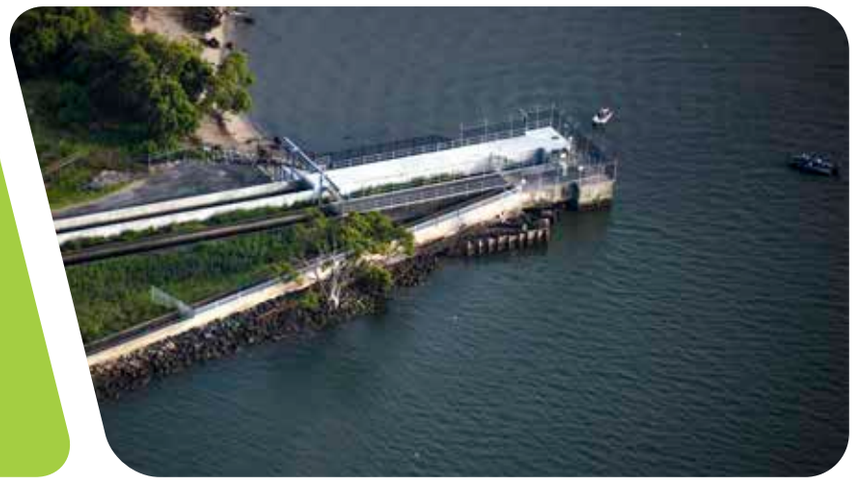
Groundwater

Brisbane Airport's hydrogeological setting is made up of unconsolidated sedimentary aquifers with groundwater occurring within the Upper Holocene and Anthropogenic deposits. Groundwater is generally shallow across the airport and the flow is complex, influenced by surface hydrology, seasonality and tides. Shallow groundwater interacts with waterways and drainage channels in some areas, both discharging and receiving water. Regional groundwater flow likely tends northeast and east towards Moreton Bay. Groundwater across the airport is managed to limit any discharge of groundwater into stormwater or tidal drains, limit any contamination of groundwater and manage existing contamination issues

Management of PFAS Impacted Water

The BAC PFAS WMP provides guidance for managing PFAS impacted water across the airport. The PFAS WMP aims to maintain and protect water quality within and around Brisbane Airport and maintain compliance with regulatory requirements. The BAC PFAS WMP applies to all airport operators undertaking activities at the airport with the potential to encounter PFAS impacted surface and groundwater that requires management.

Brisbane Airport is relatively flat with an average elevation of 2 metres (m) above sea level.



Water Quality Monitoring Program

The WQMP has been developed to meet overarching objectives for water quality management at Brisbane Airport. The WQMP provides the structure for routine, ongoing airport-wide water quality monitoring, and includes surface water, sediment and groundwater monitoring. It aligns with all relevant legislation and guidelines, minimising risks to the environmental values of water and achieving cost-effective, risk-based and sustainable outcomes. The WQMP adopts the principles of adaptive management as set out in the National Water Quality Management Strategy. Locations are flexible and are adapted depending on environmental changes, project and monitoring needs.

Monitoring of sediments, surface water and groundwater builds on baseline data and is used to inform water quality management strategies (i.e. determine the appropriate drainage maintenance, address data gaps, understand groundwater-surface water interactions). Water quality monitoring locations from the WQMP are presented in Figure 13.5.

Environmental Management by Airport Operators

Airport operators may be required to undertake ongoing groundwater and/or surface water investigations and/or monitoring depending on their location, site activities, risk rating and/or site history, as required by BAC. Environmental investigations/monitoring should be undertaken by an SQP. Based on their risk rating, airport operators are required to develop and maintain an OEMP for their activities. The airport operator will document how their activities will be managed to ensure no adverse environmental outcomes. This information must be provided to BAC at their request or as part of the Operator Annual Return program.

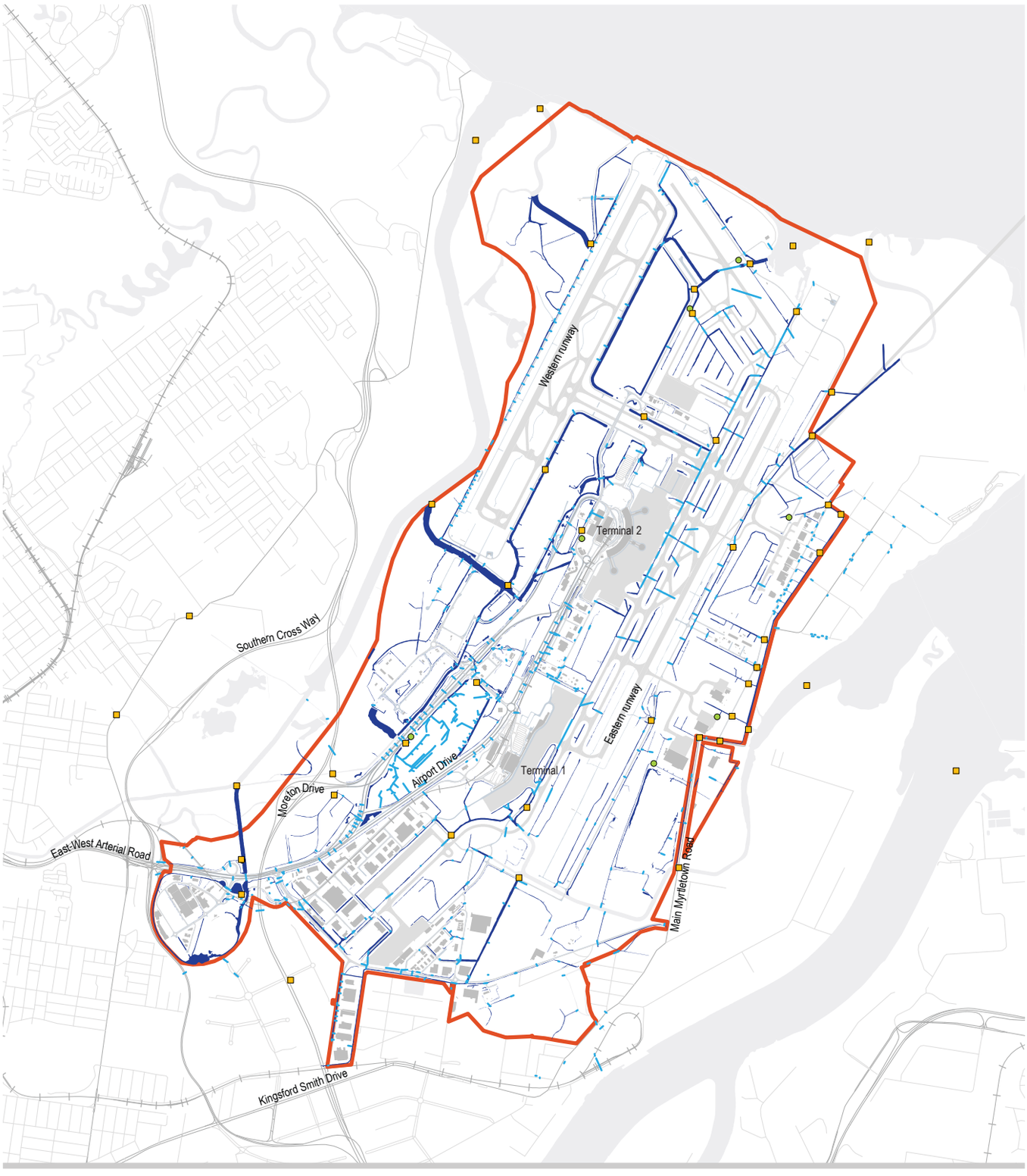
Action Plan

The following actions are proposed, where reasonable and practicable, to encourage improvement in the AES surface and groundwater quality objectives:

ACTION	TIMEFRAME
Implement and update the PFAS WMP as required.	Sustained
Implement and update the WQMP as described in the plan.	Sustained
Implement the BAC Erosion and Sediment Control Guidelines, where BAC determine they are required.	Sustained
Identify and assess water quality impacts associated with Brisbane Airport activities observed in surrounding waterways (as reported in Annual Data Evaluation and Reports produced as per WQMP).	Extended
Implement the Operator Annual Return program including collection of relevant airport operator monitoring data.	Sustained



FIGURE13.5: WATER QUALITY MONITORING LOCATION





13.10 Soil Management

SOIL MANAGEMENT OBJECTIVES

Manage known and potentially contaminated sites in accordance with relevant legislation and guidelines.

Airport Environment Strategy

Overview

Brisbane Airport is situated on a former river delta which was filled and extensively modified through terrain flattening during development of the airport site in the 1980s. Before this development, the land comprising the airport was used for various activities, including agriculture and manufacturing, as well as the residential settlement of Cribb Island. Historical and current airport related activities that have impacted soil quality across the airport, have included fuel storage, fuel distribution and the use of PFAS firefighting equipment and foam. As a result of the inherited contamination legacy from historic and more recent land uses, over 90 sites are currently listed on BAC's Contaminated Site Register (CSR). A risk-based approach is implemented by BAC for the management of soil and CSR listed sites.

Contaminated Site Register

Brisbane Airport manages contaminated sites listed in the CSR through a tiered risk approach, which identifies known contaminated sites as being of either low, moderate or high risk, with consideration for both ecological and human health risks. The CSR also lists potentially contaminated sites based on their current use. BAC monitors for emerging contaminants and regularly reviews new legislation and guidelines, to update the CSR where required.

Management of PFAS Impacted Soil

Brisbane Airport has developed a PFAS SMP which provides clear guidance on the handling of PFAS-impacted soil and material across the airport. The PFAS SMP applies to all airport operators that are conducting activities at the airport that may involve PFAS-impacted soil requiring management.

Environmental Management by Airport Operators

Airport operators may be required to undertake soil investigations depending on their location, site activities, site history and/or risk rating. Environmental investigations should be undertaken by an SQP. Based on their risk rating, airport operators are required to develop and maintain an OEMP for their activities. The airport operator will document how their activities will be managed to ensure no adverse outcomes. This information must be provided to BAC upon request, or as part of the Operator Annual Return program.

Action Plan

The following actions are proposed, where reasonable and practicable, to encourage continuous improvement in the AES soil management objectives:

ACTION	TIMEFRAME
Regularly review and update BAC's CSR.	Sustained
Implement and update the PFAS SMP as required.	Sustained
Continued support of airport operators to the transition to fluorine-free firefighting foams.	Extended
Ensure airport operators undertake appropriate auditing and monitoring in line with the airport operator location, site activities, site history or risk rating.	Sustained
Ensure airport operators with current and/or historic use of PFAS, properly delineate, regularly monitor and effectively manage, potential or known contamination.	Sustained
Support the airport regulator to implement any environmental remediation orders.	Extended
Continue to advocate for airports to address PFAS contamination with those responsible for the contaminating activities.	Sustained



13.11 Ground-based Noise and Vibration

GROUND-BASED NOISE AND VIBRATION OBJECTIVES

Manage ground-based noise emissions and vibration to minimise impact on Brisbane Airport operators, the local community and the environment.

Overview

Ground-based noise impacts are the responsibility of the airport operator according to the Act and AEPR. Apart from ground-based engine running and idling on aprons, aircraft noise is excluded from the responsibilities of the airport operator. Noise generated by aircraft while flying, landing, taking off and taxiing is governed by the *Air Services Act 1995, Air Navigation Act 1920* and *Air Navigation (Aircraft Engine Emissions) Regulations 1995* and are the responsibility of Airservices Australia.

While most noise issues relate to noise generated by aircraft in the air, ground-based noise, if unmanaged, can potentially have an impact on the local community, airport operators and the environment. Examples of airport activities which contribute to the level of ground-based noise and vibration include:

- construction and demolition activities
- operation of plant and machinery
- operation of alarms or warning systems, and
- ground-based aircraft operations.

Noise generated from aircraft ground-running is managed in accordance with the Brisbane Airport Aerodrome Manual. Noise complaints associated with engine ground-running or other ground-based activities are investigated in a timely manner. The current management practices that BAC implement to manage ground-based noise and vibration:

- Timely investigation of any complaint associated with engine ground-running or other ground noise generating activities
- Monitor and mitigate noise and vibration impacts from operations, and
- Ensure airport operators and contractors minimise their ground-based noise and vibration related impacts on the environment and operate in accordance with management practices.

Environmental Management by Airport Operators

Airport operators may be required to undertake noise and vibration investigations and/or monitoring depending on their location, site activities, risk rating and/or site history, as required by BAC. Noise and vibration investigations and/or monitoring should be carried out by an SQP. Based on their risk rating, airport operators are required to develop and maintain an OEMP for their activities. The airport operator will document how their activities will be managed to ensure no adverse environmental outcomes. This information must be provided to BAC at their request or as part of the Operator Annual Return program.

Action Plan

The following actions are proposed, where reasonable and practicable, to encourage the continuous improvement in the AES noise and vibration objectives:

ACTION	TIMEFRAME
Monitor and mitigate noise and vibration impacts from airport operations where required.	Sustained
Investigate and action any complaints received associated with engine ground-running or other ground-based noise generating activities in a timely manner.	Sustained



13.12 Air Quality

AIR QUALITY OBJECTIVES

Manage air quality to minimise impact on Brisbane Airport operators, the local community and environment.



Brisbane Airport works with tenants and contractors to minimise their air quality impact on the environment.

Overview

Brisbane Airport is situated in an area dominated by industrial and commercial land uses, where numerous emission sources contribute to local air quality. Significant other contributors to air pollution in the vicinity of the airport include the Port of Brisbane, Ampol Lytton Refinery, Luggage Point wastewater treatment plant, Knauf Plasterboards and motor vehicle emissions from nearby major roads.

At Brisbane Airport activities that have the potential to generate air pollutant emissions include the following:

- Aircraft handling emissions (ground support equipment, airside traffic, refuelling and electricity generation)
- Power / heat generating plant and emergency power generators
- Industrial and commercial processes within the airport boundary
- Plant, equipment and vehicles
- Storage tanks for fuel and chemicals
- Aircraft and airfield maintenance (painting, engine testing, cleaning and fire training exercises)
- Landside traffic emissions (cars, trucks, buses).

Within the airport boundary, local air quality impacts associated with ground-based operations are regulated by the AEPR. Air quality associated with emissions from aircraft and other mobile airside sources is regulated under the *Air Navigation (Aircraft Engine Emissions) Regulations 1995*. Air quality outside the boundary of the airport is regulated under the *Environmental Protection (Air) Policy 2019 (EPP (Air)*).

Brisbane Airport works with airport operators to minimise their air quality impact on the environment and operate in accordance with current management practices and regulations.

Environmental Management by Airport Operators

Airport operators may be required to undertake air quality investigations and/or monitoring depending on their location, site activities, risk rating and/or site history, as required by BAC. Air quality investigations and/or monitoring should be carried out by an SQP. Based on their risk rating, airport operators are required to develop and maintain an OEMP for their activities. The airport operator will document how their activities will be managed to ensure no adverse environmental outcomes. This information must be provided to BAC at their request or as part of the Operator Annual Return program.

Action Plan

The following actions are proposed, where reasonable and practicable, to encourage continuous improvement in the AES air quality objectives:

ACTION	TIMEFRAME
Monitor and report under the NGER and NPI.	Sustained
Maintain records of ozone depleting substances in use.	Sustained
Promote and support airport operators in adopting low-emission technologies.	Extended
Maintain an air quality model.	Sustained

Airport Environment Strategy

13.13 Hazardous Materials and Incident Response

HAZARDOUS MATERIALS AND INCIDENT RESPONSE OBJECTIVES

Manage hazardous materials and incident response in accordance with BAC EMS to minimise risk and potential harm to the environment and the broader BAC community.



Overview

Hazardous substances include any substance, whether solid, liquid or gas, that can pose a significant risk to health, safety and the environment if not managed correctly. The operation of Brisbane Airport involves the storage and regular use of a range of hazardous materials including fuels, paints, oils, herbicides, solvent-based chemicals and building materials.

The incorrect storage, handling and use of hazardous materials has the potential to lead to health and/or physical hazards, including contamination of soil, groundwater, surface water and air quality. BAC manages hazardous materials in accordance with regulatory obligations to minimise the risks associated with the use of these products. BAC maintains a Hazardous Chemicals and Dangerous Goods Procedure to ensure the appropriate storage, handling and use of hazardous materials. BAC have implemented several management practices to manage the risk presented by hazardous materials on site.

Fuel and Chemical Storage

In the daily operation of the airport, pollution can be attributed to fuel, hazardous chemicals and oil leaks or spills. BAC has adopted a strategic approach to managing bulk fuel and chemical storage, including transitioning from Underground Storage Tanks (USTs) to Above Ground Storage Tanks (ASTs) where practicable. All BAC USTs and their associated infrastructure are monitored to ensure that any leaks or losses of stored fuels and chemicals are identified and attended to as quickly as possible, thereby limiting any risk to human health or the environment.

Training

BAC engages with airport staff and airport operators in the relevant training for preparedness to minimise environmental impacts. All staff involved in purchasing, using, handling and/or storing chemicals in the workplace shall be provided with training on the relevant legislation and BAC's governing requirements for these activities. This training is provided on an initial and refresher basis. Training can also be triggered if staff are expected to be exposed to a particular hazardous chemical, including any health monitoring requirements.

Environmental Management by Airport Operators

Given that use of hazardous materials and chemicals by airport operators can impact areas outside of their leased site or operational areas, BAC require airport operators to manage the risks associated with hazardous materials, as well as comply with the relevant guidelines and legislation. BAC conducts initial reviews of airport operators to ascertain if the quantities of hazardous chemicals stored by them has the potential to impact the environment. This initial review becomes part of their environmental risk and subsequent risk rating.

Airport operators are responsible for maintaining their own register of any hazardous chemicals stored and must ensure the register is up to date and correct. These hazardous chemicals are also known to become waste products (e.g. oil tins) at the end of their life. The airport operator is therefore expected to responsibly dispose of the waste at a licensed facility. Waste disposal certificates provided by the licenced facilities for regulated waste should be provided to BAC upon request or as part of the Operator Annual Return submission. It is the responsibility of the airport operator to notify BAC if there is a change to storage conditions and volumes of hazardous chemicals.

Airport operators may also be required to undertake environmental investigations and/or monitoring (i.e. soil, sediment, groundwater and/or surface water), associated with any leaks or spills of hazardous chemicals that occur within their operational scope or as a result from their site activities. Environmental investigations and monitoring should be carried out by an SQP. Based on their risk rating, airport operators are required to develop and maintain an OEMP for their activities. The airport operator will document how their activities will be managed to ensure no adverse environmental outcomes. This information must be provided to BAC upon request or as part of the Operator Annual Return program.

Hazardous substances include any substance, whether solid, liquid or gas, that can pose a significant risk to health, safety and the environment if not managed correctly.



Incident Response

Incident Management is the initial response to an event that threatens, the environment and/or the operation of the airport. The primary goal of incident management is to prevent escalation to an Emergency. It also involves documenting incidents, conducting thorough investigations and identifying appropriate remedial actions to prevent or reduce the likelihood of recurrence in the future.

Environmental incidents at Brisbane Airport are categorised into three levels of risk – low, medium and high. Definitions of each incident risk rating have been provided in Table 13.7.

The following measures are employed to reduce environmental risk and ensure minimal environmental impact should a spill or an incident occur:

- BAC's EMS provides guidance on the management of environment related incidents
- OEMP's are required to include incident response and reporting responsibilities
- Airport Operator's Licence (AOL) governs all airport operators involved in airside activities and provides requirements for environmental controls and incident response
- Spill and incident trainings are available and required to be completed by all airport operators working airside
- BAC provides spill kits at key areas across the airside precinct, and
- A centralised reporting system, which notifies relevant internal parties and provides a platform to track any required further actions.

Action Plan

The following actions are proposed, where reasonable and practicable, to encourage continuous improvement in the AES hazardous materials and incident response objectives:

ACTION	TIMEFRAME
Maintain and manage environmental incidents through the EMS and ensure actions are followed up.	Sustained
Undertake inspections of hazardous materials storage areas for airport operators to ensure timely and accurate updates to their register.	Sustained
Continue to ensure all applicable airport operators have undertaken training for environmental emergencies/ spill response.	Sustained
Update management practices, where appropriate, in accordance with relevant standards and guidelines.	Sustained
Phase out end of life USTs for Brisbane Airport and operators and encourage the installation of ASTs for any new storage tanks.	Extended



TABLE 13.7: INCIDENT RISK RATINGS ACROSS THE AIRPORT

INCIDENT RISK RATING	GENERAL DESCRIPTION
LOW	Incidents that do not impact environmental receptors.
MEDIUM	Incidents that have impacted an environmental receptor, but appropriate measures have been implemented to mitigate ongoing impacts, or the cause has been determined to be a natural process.
HIGH	Incidents that have large scale impact on an environmental receptor/s and pose a risk for offsite impacts.



BAC maintains a Hazardous Chemicals and Dangerous Goods Procedure to ensure the appropriate storage, handling and use of hazardous materials.



CHAPTER

14

Ground Transport Plan

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Ground Transport Plan

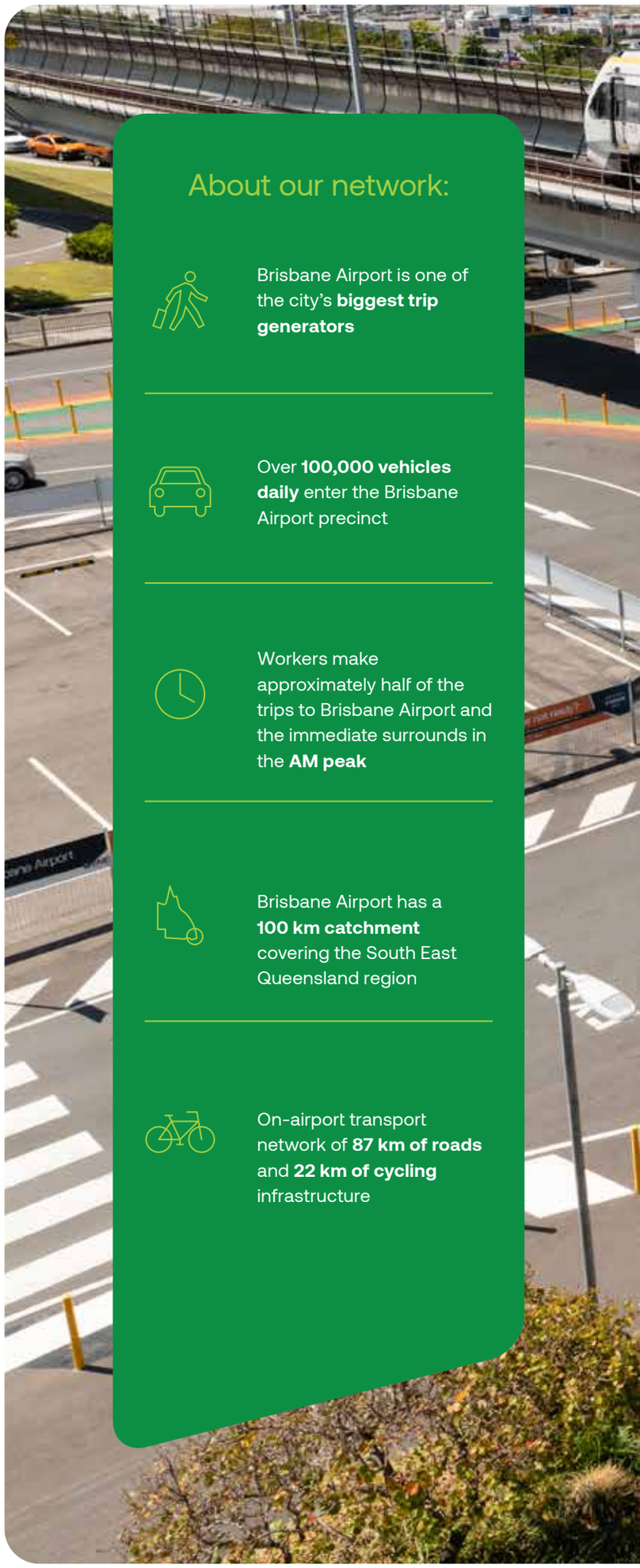
14.1 Introduction

The Ground Transport Plan directs the future development of the Brisbane Airport ground transport network, ensuring it can accommodate anticipated travel demand. It incorporates current and forecast aviation passenger growth and broader transport trends to meet the needs of passengers, operators, and businesses both now and in the future. The plan outlines a range of transport projects to support growth and provide more travel options for people travelling to and from Brisbane Airport.

The key themes of this Ground Transport Plan are centred around Accessibility, Sustainability, Multi-modal planning and Movement and place. Developing the Ground Transport Plan has involved understanding and accommodating the anticipated demand for ground transport and identifying infrastructure and non-infrastructure solutions.

As Brisbane Airport continues to grow, effective and collaborative planning is an essential and ongoing component of the continued delivery of safe, reliable and high-quality ground transport services and infrastructure.

With the rapid evolution of new technologies, new modes of transport and travel behaviours are difficult to predict, but the Ground Transport Plan has been designed to allow Brisbane Airport to continue to respond to new opportunities to improve connectivity and network resilience. Accordingly, a multi-modal planning approach has been adopted for the Ground Transport Plan to ensure that Brisbane Airport can remain adaptable to changing transport trends and more transport options can be provided.



About our network:

Brisbane Airport is one of the city's **biggest trip generators**

Over **100,000 vehicles daily** enter the Brisbane Airport precinct

Workers make approximately half of the trips to Brisbane Airport and the immediate surrounds in the **AM peak**

Brisbane Airport has a **100 km catchment** covering the South East Queensland region

On-airport transport network of **87 km of roads** and **22 km of cycling** infrastructure



Where are we going:

Planning for more trips on the network due to more flights, businesses and employees on-airport

Improving the on-airport transport network

Advocating for more **multi-modal transport options**

Collaborating for **improved regional transport connectivity**

14.2 Transport Context

How people currently travel to Brisbane Airport

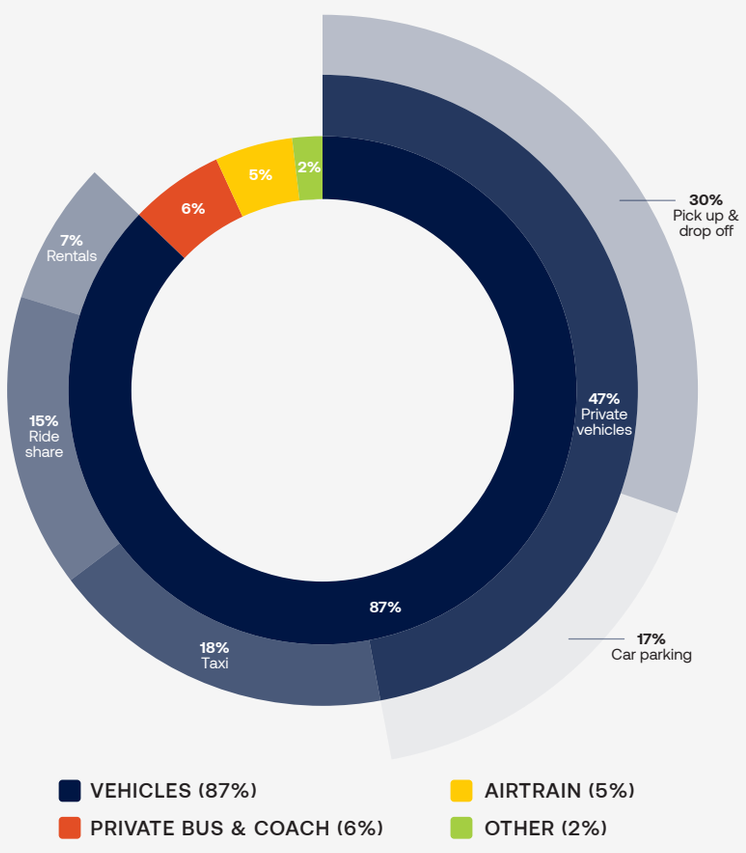
Brisbane Airport is a major trip attractor in South East Queensland and is strategically located in the Australia Trade Coast – North (ATC N) region, a major trade and development precinct. Every day, more than 100,000 vehicles enter the Brisbane Airport precinct carrying passengers to and from the terminals, airport staff and airport visitors.

There is a strong correlation between passenger numbers and demand on ground transport services and infrastructure. Analysis has been undertaken to understand the preferred mode of travel for people (both passengers and employees) coming to the airport.

Figure 14.1 provides the proportions of passengers using different forms of ground transport services on Brisbane Airport in an average day in 2024.

Figure 14.1 illustrates that private vehicles (including private car, taxi, rideshare or rental car) are currently the preferred travel mode to Brisbane Airport. Private vehicles, including those cars using car parking infrastructure, taxis and other ride-share vehicles, have a combined mode share of more than 85 per cent. This private vehicle mode share is driven by a lack of alternative transport modes for passengers, visitors and employees. Constraints and contractual restrictions around public transport provision and lack of integration with surrounding active transport networks limit travel options for passengers and staff travelling to Brisbane Airport.

FIGURE 14.1: BRISBANE AIRPORT PASSENGER MODE SPLIT IN 2024



Strategically Connected Precinct

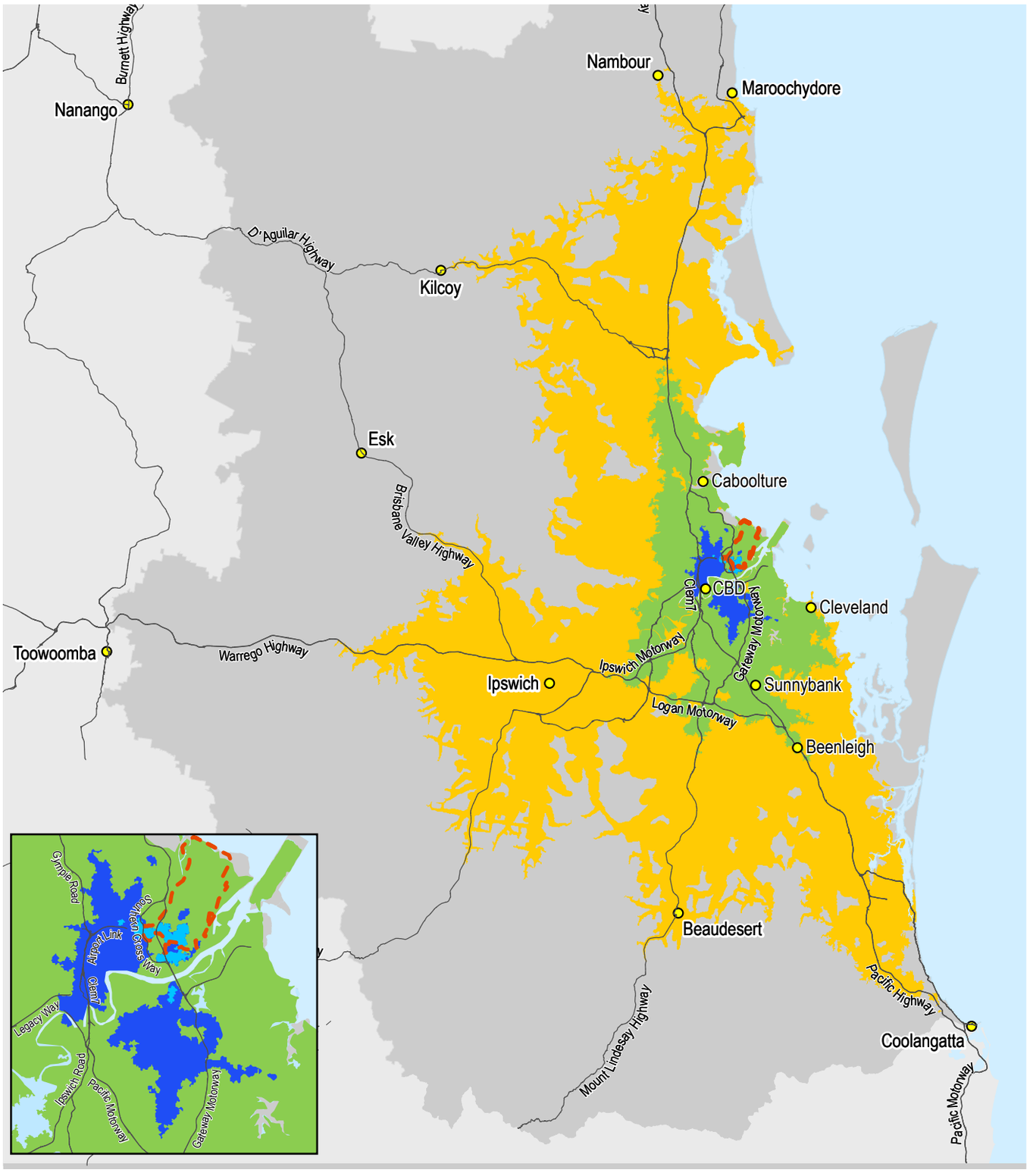
Brisbane Airport is strategically located within the South East Queensland road network (refer to Figure 14.2). These key roads provide excellent connectivity for both cars and freight, enabling access to the airport from across the region, including Greater Brisbane, the Gold Coast, the Sunshine Coast and inland areas.Primary access to the airport precinct is facilitated through two main points:

- Airport Drive via Southern Cross Way / Nudgee Road / East West Arterial Road interchange
- Gateway Motorway.

Brisbane Airport is Australia's most connected airport, offering access to 62 domestic and 33 international destinations, meaning ground transport trips are generated from across the South East Queensland region. The airport precinct, and the broader ATC North, is also a growing hub for businesses that generate local and regional trips. These factors, combined with the strategic road network's accessibility, are key drivers in growth for businesses, visitors and staff at Brisbane Airport.

Despite this growth, public transport access to the airport across the South East Queensland region remains limited. Enhancing public transport connectivity is a key objective for Brisbane Airport and will be crucial in supporting the sustainable growth of the precinct over the next 20 years.

FIGURE 14.2: CONNECTIVITY TO SOUTH EAST QUEENSLAND



Source – Queensland Government Statistician's Office – Population Projections 2023 Edition.

Future demand and connectivity

Passenger numbers through Brisbane Airport are expected to double over the next 20 years. In the coming five years, Brisbane Airport will need to accommodate this passenger, employee and business demand through non-infrastructure and infrastructure solutions like active transport infrastructure, bus services and facilities at Skygate, kerbside management, car parking and road network infrastructure. In parallel, Brisbane Airport is collaborating with State and Local Government agencies on improving public and active transport connectivity to its precincts across the region.

The Ground Transport Plan outlines Brisbane Airport's aspirations for a multi-modal transport network that provides the required road network capacity and incorporates public and active transport options in the future. It outlines current usage and operations of the various transport options, details of initiatives proposed in the next five years and an assessment of potential issues and opportunities arising over the next 20 years. In addition, the Ground Transport Plan aims to:

1. Outline optimisation and capacity improvement on the Brisbane Airport transport network in response to the expected demand
2. Focus on the importance of collaborative partnerships with State and Local Government agencies to work towards a seamless, multi-modal, and connected airport transport system.



Passenger numbers through Brisbane Airport are expected to double over the next 20 years, placing increased demand on ground transport infrastructure. To support this growth, Brisbane Airport is focused on enhancing connectivity, improving transport options, and ensuring a seamless journey. Collaboration with government, industry partners, and service providers will be key to delivering an efficient, sustainable, and passenger-friendly transport network.

With the expected demand growth over the next 20 years, Table 14.1 and 14.2 show the estimated vehicle demand and capacity of key roads. Brisbane Airport will continue to work collaboratively with Queensland Department of Transport and Main Roads (TMR) and Brisbane City Council on an appropriate and timely response to ensure road capacities meet future demands.

TABLE 14.1: FORECAST DAILY VEHICLE DEMAND

ROAD	LOCATION	DAILY VEHICLE DEMAND		
		2026	*2031*	*2046*
MORETON DRIVE	West of Nancy Bird Way	62,000	74,000	105,000
AIRPORT DRIVE	East of Lomandra Drive	45,000	54,000	77,000
LOMANDRA DRIVE	Between Qantas Drive and Airport Drive	26,000	30,000	33,000
GATEWAY MOTORWAY	Brisbane River	150,000	163,000	192,000
GATEWAY MOTORWAY	North of Southern Cross Way	105,000	118,000	147,000
SOUTHERN CROSS WAY	South of Airport Drive Interchange	68,000	71,000	76,000
KINGSFORD SMITH DRIVE	West of Southern Cross Way	53,000	57,000	65,000
EAST-WEST ARTERIAL	West of Airport Roundabout Flyover	85,000	101,000	132,000



Ground Transport Plan

TABLE 14.2: PEAK VOLUME TO CAPACITY RATIOS ON ROADS

ROAD	LOCATION	PEAK VOLUME TO CAPACITY		
		2026	*2031*	*2046*
MORETON DRIVE	West of Nancy Bird Way	49%	60%	74%
AIRPORT DRIVE	East of Lomandra Drive	41%	49%	61%
LOMANDRA DRIVE	Between Qantas Drive and Airport Drive	72%	75%	82%
GATEWAY MOTORWAY	Brisbane River	57%	62%	72%
GATEWAY MOTORWAY	North of Southern Cross Way	93%	96%	101%
SOUTHERN CROSS WAY	South of Airport Drive Interchange	75%	83%	94%
KINGSFORD SMITH DRIVE	West of Southern Cross Way	68%	76%	85%
EAST-WEST ARTERIAL	West of Airport Roundabout Flyover	83%	99%	116%



14.3 Progress and Partnerships

Ground Transport Improvements Since 2020

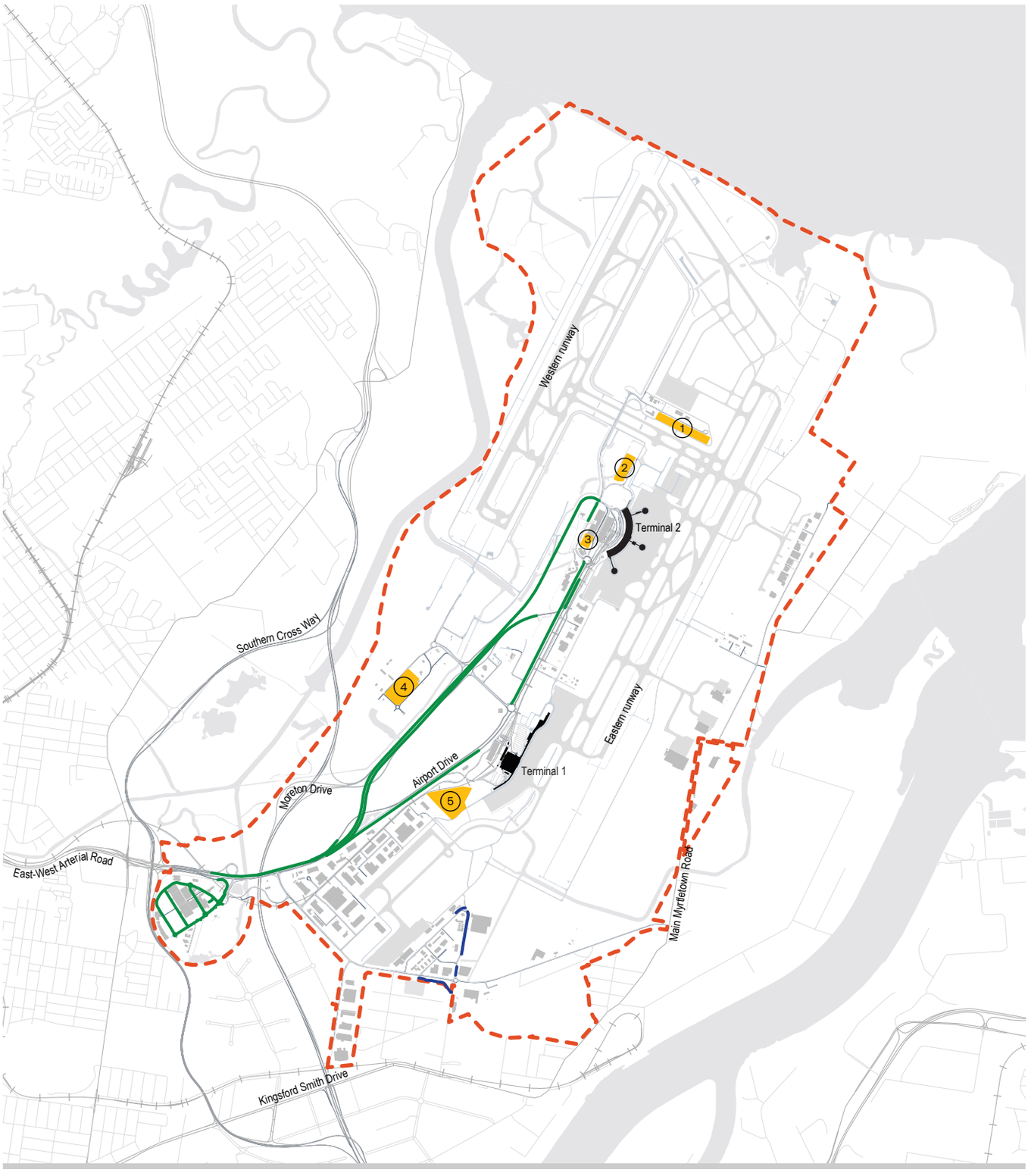
On the Ground Initiatives Delivered

Brisbane Airport has invested in a range of new projects described in Table 14.3 and mapped in Figure 14.3 to improve ground transport efficiency and maximise the efficient movement of people and freight at the airport.

TABLE 14.3: GROUND TRANSPORT IMPROVEMENTS SINCE 2020

STRATEGIC OBJECTIVE	INITIATIVE	DETAILS
SAFETY	Speed limit changes	**Speed limit changes** were implemented for the Skygate precinct, improving the amenity and safety outcomes for the precinct. Airport Drive and Moreton Drive speed limits were modified to improve consistency and safety. As a result, the safety and amenity along Airport Drive is also improved for active transport users.
	Skygate guideposts and Raised Reflective Pavement Markings (RRPMs)	**Guideposts and RRPMs** were implemented at the Skygate on-ramp to Airport Drive, improving delineation and safety.
	Shoulder guideposts	**Shoulder guideposts and reflective markers** were installed at Airport Drive and Dryandra Road to alleviate stopped vehicles and improve road safety.
	Skygate Pedestrian Upgrades	**Skygate Pedestrian Upgrades** – pedestrian priority crossings were installed at various locations, improving safety and connectivity. **Linemarking Update** – minor modifications to the network were implemented to improve traffic flow. **Speed cushions** – installed to improve driver compliance on approaches to priority pedestrian crossings at Skygate
ACTIVE TRANSPORT	Lomandra Drive Shared Path	**Shared Path (Da Vinci to Sugarmill)** has filled in a vital link to connect to the Brisbane City Council network on Sugarmill Road.
	Da Vinci footpaths Moreton Bay	**Footpaths** added with new developments and some high-traffic sections widened in the Da Vinci precinct.
	Cycleway: Schneider Road to Viola Place (Council initiative – under construction)	Brisbane City Council is constructing a **new shared path** from the Schneider Road underpass to connect to the existing bike lane and footpath at Viola Place on Brisbane Airport where there is a known gap in the Moreton Bay Cycleway.
CAPACITY	Car parking	**Hovea Street temporary staff car park** – completed at T2 in response to COVID-19, allowing staff to park near the terminal, instead of parking remotely and catching a staff shuttle bus. **P2 extension** – car park extension of existing P2, including delivery of secure personal mobility device (e.g. bicycle, e-scooter, etc.) storage facility. **Airpark Expansion** – to accommodate additional public parking demand as a result of the relocation of the T1 and T2 staff car parking. **Valet Storage** – additional parking areas at Qantas Drive and Acacia Street to accommodate increased demand for Valet Parking at T1 and T2 respectively.

FIGURE 14.3: GROUND TRANSPORT IMPROVEMENTS SINCE 2020



Ground Transport Improvements Since 2020

- Brisbane Airport

Upgrades since 2020 Master Plan

- Active Transport Upgrades
- Safety Related Upgrades
- Capacity Related Upgrades

1. Acacia Street Valet Storage
2. Hovea Street Temporary Staff Car Park
3. P2 Car park
4. Airpark Expansion
5. Qantas Drive Valet Storage

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Transport Planning

Since 2020, Brisbane Airport has also undertaken a significant amount of transport planning work. To inform the Ground Transport Plan and future development program, the Brisbane Airport Precinct Area Study (the Area Study) identified, and sought to resolve, four key problems:

- Road congestion to and through the precinct (road network permeability)
- Low public transport patronage to the precincts
- Future public transport demand exceeds capacity on key links (in the context of the broader South East Queensland public transport network)
- Active transport missing links to and through the precincts, reducing its viability as a transport option.

The Area Study subsequently investigated a range of multi-modal opportunities that could address these problems in the long-term. Transport modelling was undertaken to test the benefits of different opportunities.

Transport infrastructure interventions identified by the Area Study will have major benefits for the whole South East Queensland transport network, with initiatives improving both the capacity at Brisbane Airport and freeing up capacity on the strategic transport network. While Brisbane Airport will play a role in the planning and development of on-airport transport upgrades, Brisbane City Council and TMR will be key partners in the planning and development of initiatives for the broader transport network.

The Area Study and it's recommended initiatives formed the basis of the *Brisbane Airport Precinct Connectivity Strategy (The Connectivity Strategy)* and is outlined in following sections.

In addition to the development of the multi-modal *Connectivity Strategy*, other key transport planning initiatives completed since 2020 include:

- Development of the Brisbane Airport Active Transport Strategy and Action Plan
- Creation of a Movement and Place based road hierarchy to guide standards of future roads at Brisbane Airport
- Advocating to explore opportunities to improve public transport services to Skygate as a short-term solution to improve accessibility to the Brisbane Airport precinct
- Ongoing monitoring of opportunities to improve road safety on Brisbane Airport, including speed limit reductions in the precinct, targeted road safety audits, and traffic calming measures
- Creation of governance frameworks to more effectively collaborate with TMR and Brisbane City Council.



Collaborative Partnerships

Governance frameworks were established with TMR and Brisbane City Council in 2020. Following establishment and early engagement, the Brisbane Airport Transport Stewards Committee (BATS) was tasked with completing the Area Study and the Brisbane Airport Transport Executive Sponsorship Board (BATES) maintained oversight of the Study.

The Area Study was a joint project completed by the BATS Committee in 2022. Key outcomes of the Area Study project included updating strategic transport models to better reflect land demand generation and the identification of strategic multi-modal transport opportunities for the Brisbane Airport precinct. The Area Study has formed the basis of the *Connectivity Strategy* and subsequent planning work undertaken by Brisbane Airport.

After the finalisation of the Area Study, Technical Working Groups, governed by BATS, have also been formed for several Brisbane Airport led projects. These working groups have ensured that an ongoing collaborative, network approach is taken, and robust solutions are evaluated collectively with each project. Brisbane Airport intends to continue these collaborative partnerships to ensure a seamless and connected transport network is achieved.

CASE STUDY:
Collaborative Development of the *Connectivity Strategy*

The *Connectivity Strategy* was informed by the Area Study which was a joint, strategic transport planning study commissioned to identify multi-modal solutions to road congestion, active and public transport mode share, and freight efficiency in and around Brisbane Airport. The Area Study concluded in 2022 and was considerate of Brisbane Airport's function as a major trip attractor in South East Queensland. The work highlighted the functionality and performance of the airport transport network has implications on the performance of the surrounding State and Brisbane City Council transport networks. Accordingly, the Study Area extended beyond Brisbane Airport Precinct and captured key road, rail, bus and active transport corridors (refer to Figure 14.4).

The Study was guided by the BATS Committee, and BATS was the primary avenue of engagement and collaboration between the Brisbane Airport, TMR and Brisbane City Council. Representatives from Brisbane Airport Corporation, TMR (including Translink) and Brisbane City Council (including Transport for Brisbane) attended a series of workshops aimed at collectively defining the problems, shaping the strategic approach of the Area Study project, developing potential solutions, and reviewing and interrogating strategic transport modelling outputs to define a visionary multi-modal network for the Brisbane Airport area.

The project established a framework of ground transport initiatives that were actioned for further planning following the endorsement of the Area Study outcomes and will continue to form the backbone of transport planning activities at the Brisbane Airport over the next five years. Future ground transport initiatives proposed to be commenced over the life of this Ground Transport Plan are presented throughout Section 14.4.

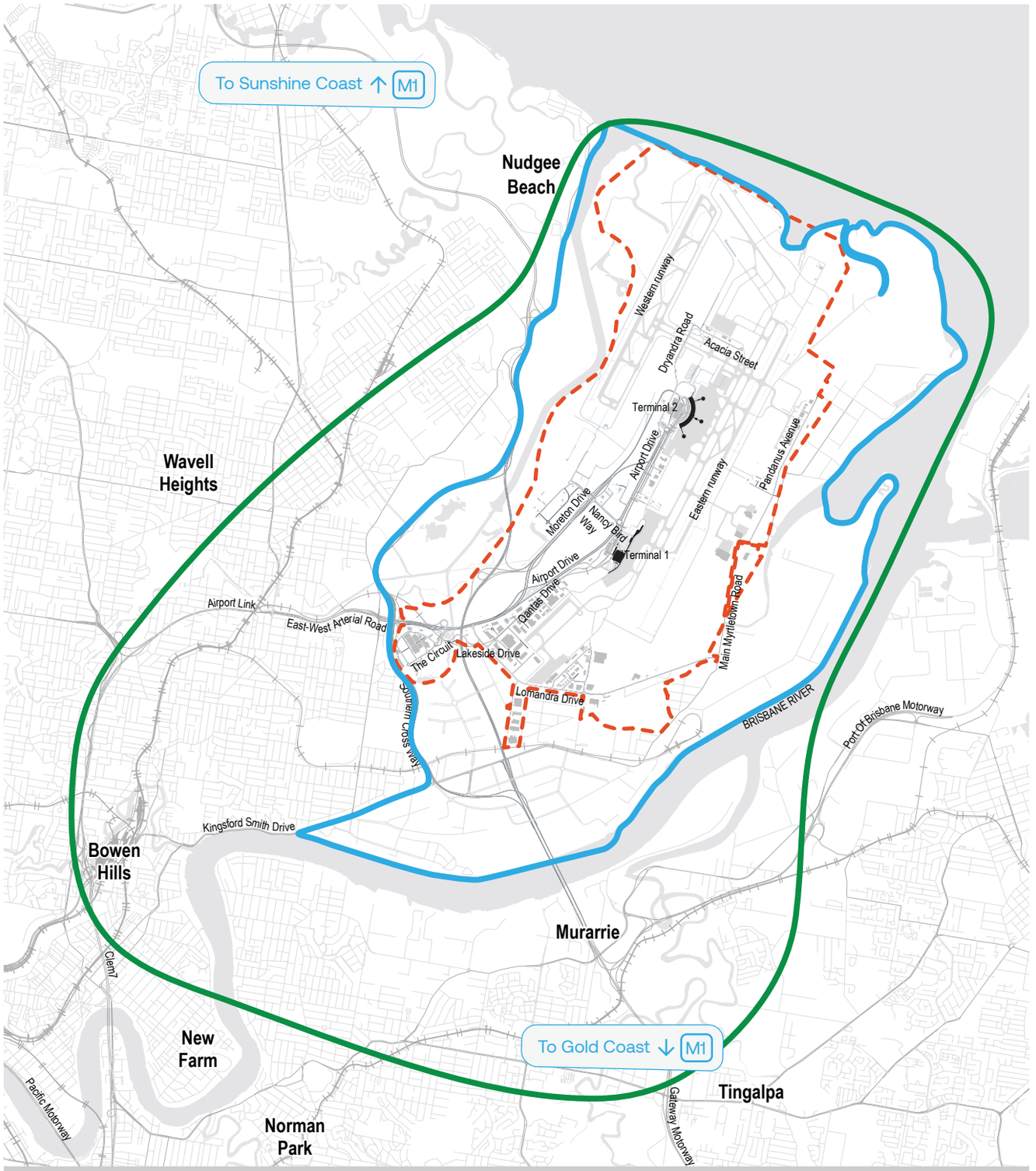
The success of the Area Study to inform the *Connectivity Strategy* has emphasised the strengths of the BATS and BATES governance framework as an effective ongoing engagement, consultation, and collaboration structure.

CASE STUDY:
Active Transport Strategy Technical Working Group

Following the success of the collaborative approach to delivering the Area Study, Technical Working Groups have been established for individual projects. The Brisbane Airport Active Transport Strategy and Action Plan, completed in 2023, was the pilot for how a Technical Working Group could inform project development and create a platform for project specific collaboration.

The Technical Working Group for the Strategy and Action Plan comprised of technical experts from TMR and Brisbane City Council. The inputs from this group were invaluable in developing Brisbane Airport's Active Transport Strategy and Action Plan, ensuring best practice active transport planning outcomes were achieved through the strategy. Subsequently, the Technical Working Group has been reconvened to progress Active Transport initiatives in the Action Plan.

FIGURE 14.4: BAPAS STUDY AREA



Brisbane Airport Precinct Area Study

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Study Area

Australia Trade Coast North

Brisbane Airport boundary

14.4 Ground Transport Plan

Transport Planning Objectives and Initiatives

The strategic transport planning through the Area Study, and subsequent development of the *Connectivity Strategy*, undertaken since the 2020 Master Plan has been consistent with a set of prevailing themes and objectives that have been carried through to this Ground Transport Plan. The themes, objectives and overarching initiatives are as follows:

THEMES AND OBJECTIVES

Movement and place

Network development considerate of the intended purpose of the corridor and the people who will use the space.

Multi-modal planning

Promotes multi-modal transport access and permeability to the Terminals and broader Airport precincts.

Sustainability

Development of sustainable transport modes and infrastructure.

Accessibility

New and existing transport infrastructure and services are safe, and accessible for all users.

OVERARCHING INITIATIVES

- Development of an **Active Transport** Strategy and Action Plan to provide safe and attractive Active Transport and last mile connections
- Advocate for a reduction in **Airtrain** fares and / or a bring-forward of the end of Airtrain exclusivity
- Advocate for the **North-East Busway** providing a high-quality Active Transport, Metro and Busway Services to Brisbane Airport
- Collaborate towards improving **Road Network** permeability, resilience and capacity for the road and freight network.

Active Transport Network

Active transport, including e-mobility, is rapidly emerging as a critical element to transport and recreation in greater Brisbane. With the recent delivery of major active transport bridges and connections, Brisbane Airport sees the opportunity to add to this growing regional connectivity.

The Strategy and Action Plan

As a commitment of the 2020 Master Plan, and a key initiative of the *Connectivity Strategy*, the Brisbane Airport Active Transport Strategy and Action Plan was completed in 2023. During its development, a public user survey received more than 500 responses in two-weeks. The insights from the survey were instrumental in the development of the Strategy and Action Plan, and identified that **Connectivity**, **Accessibility**, and **Safety** were three key areas of concern for users. Initiatives within the Action Plan align with these aspects to ensure that proposed solutions address the concerns that users experience on the current network.

The Action Plan is underpinned by four strategic pillars, and outlines infrastructure improvement initiatives to be progressed over short-, medium- and long-term timeframes. These initiatives will provide better accessibility, safety and connectivity to, through and within the airport precinct.

Figure 14.5 provides the current active transport network within Brisbane Airport, and the nearby Brisbane City Council and TMR active transport facilities.

Brisbane Airport recognises that to promote active transport as a viable option, particularly for commuters to Brisbane Airport, safe and accessible infrastructure is required. The Terminal Connection Bikeway and the Gateway Bikeway via BNE projects are initiatives within the Strategy and Action Plan and are examples of this approach.

Active Transport Vision

Walking, riding and rolling to, through and within Brisbane Airport is inclusive and a positive experience for everyone.

Pillar 01

Improve active transport connectivity.

Pillar 02

Targeted expansion of the active transport network.

Pillar 03

Provide facilities that support the use of active transport modes.

Pillar 04

Promote and encourage active transport for all users.

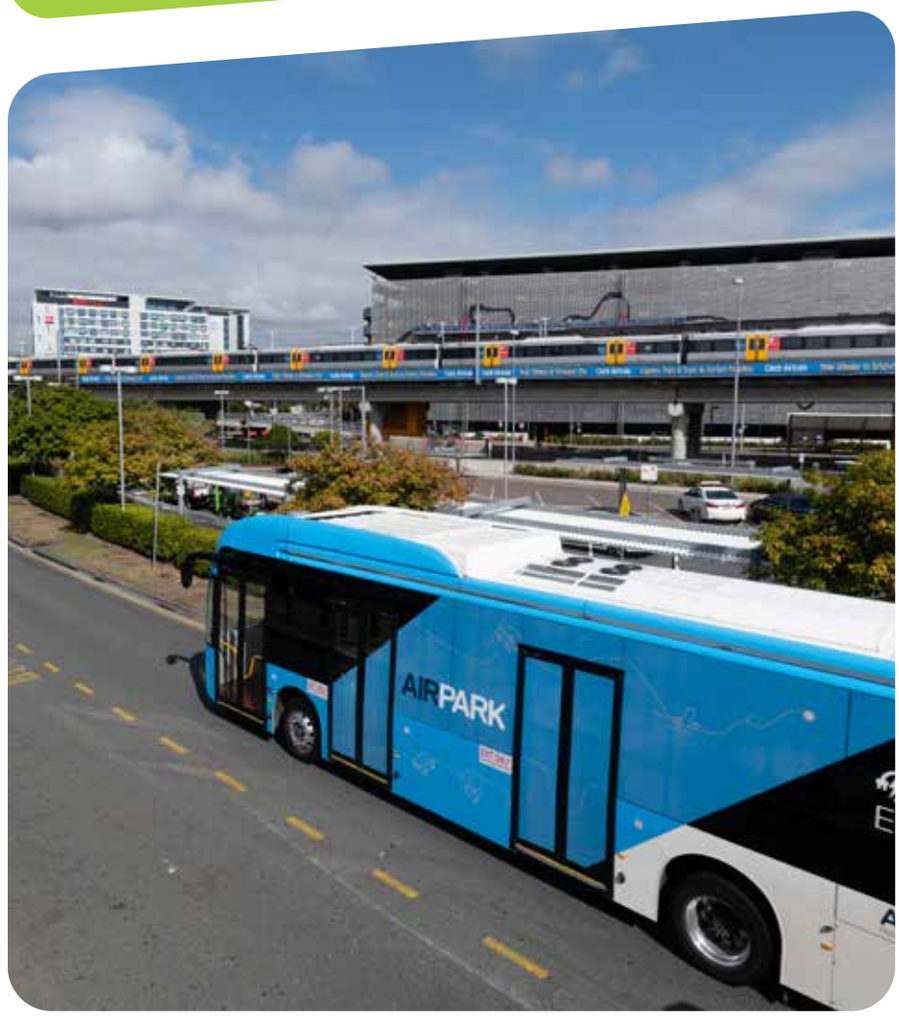
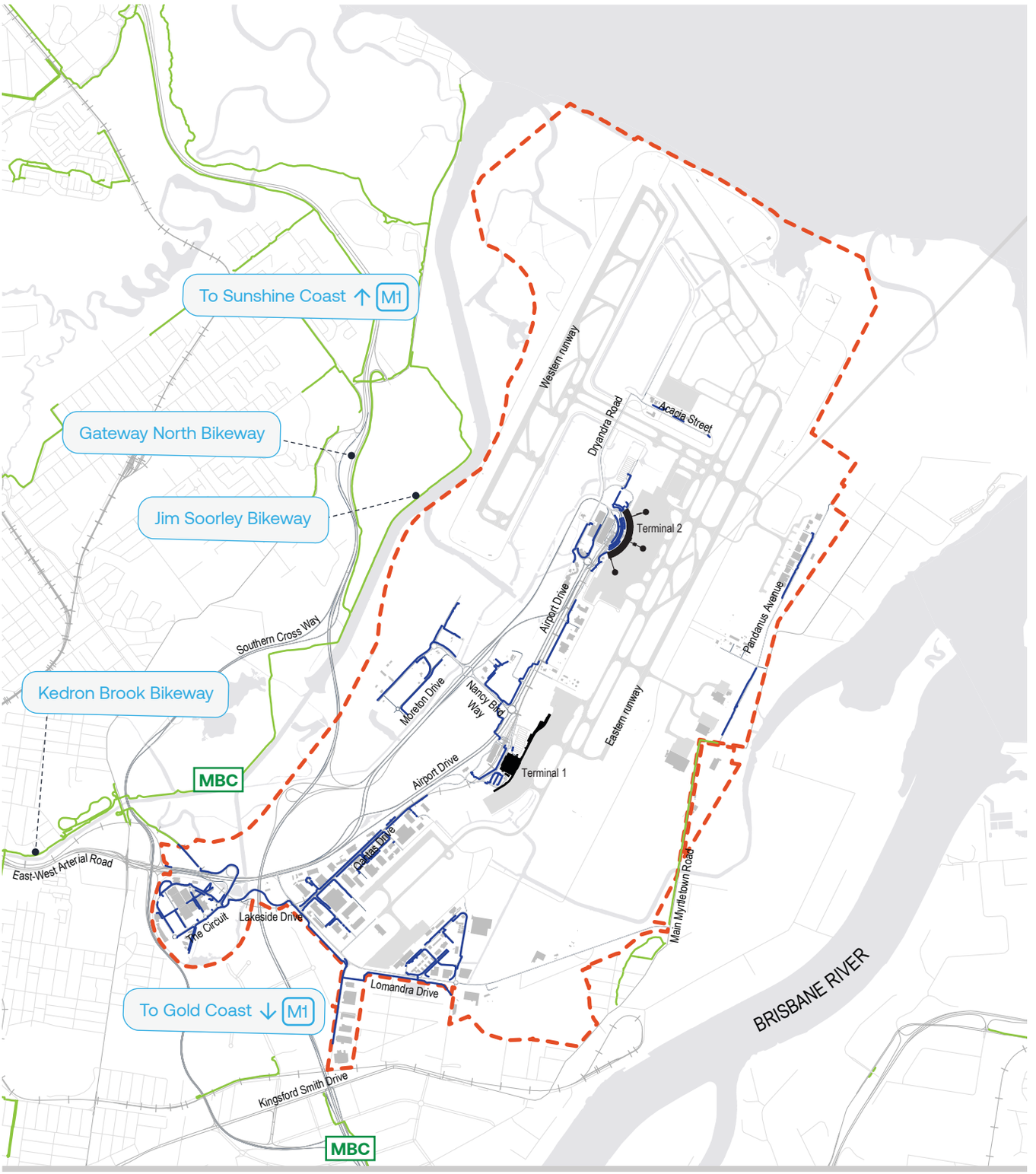


FIGURE 14.5: ON- AND OFF-AIRPORT ACTIVE TRANSPORT NETWORK



The Terminal Connection Bikeway project looks to address a missing link by converting an existing road lane to a separated, bi-directional bikeway. The project aims to improve rider safety on-airport, expand the active transport network with new paths and crossings, provide secure bicycle storage, and will encourage and promote active transport at Brisbane Airport.

The Gateway Bikeway via BNE was identified for the *Connectivity Strategy* to address one of the key gaps in the QLD State Principal Cycle Network. The primary, regional objective of the Gateway Bikeway via BNE project is to provide Airport connections from the existing Gateway Bikeway at Banyo (northern connection) and the Gateway Bikeway at Kingsford Smith Drive (southern connection). Brisbane Airport plays a vital connection role in-between, with the bikeway proposed to connect to the terminals and the Skygate retail precinct. This link will ultimately improve user safety by providing a fully connected network and encourage the use of active transport modes to, through and within the Brisbane Airport precinct. Brisbane Airport convened a Technical Working Group with TMR and Brisbane City Council officers to progress with the detailed planning of this overall link. Brisbane Airport acknowledges that a staged delivery approach is appropriate for this project and anticipates design and delivery of initial components in the next five years.

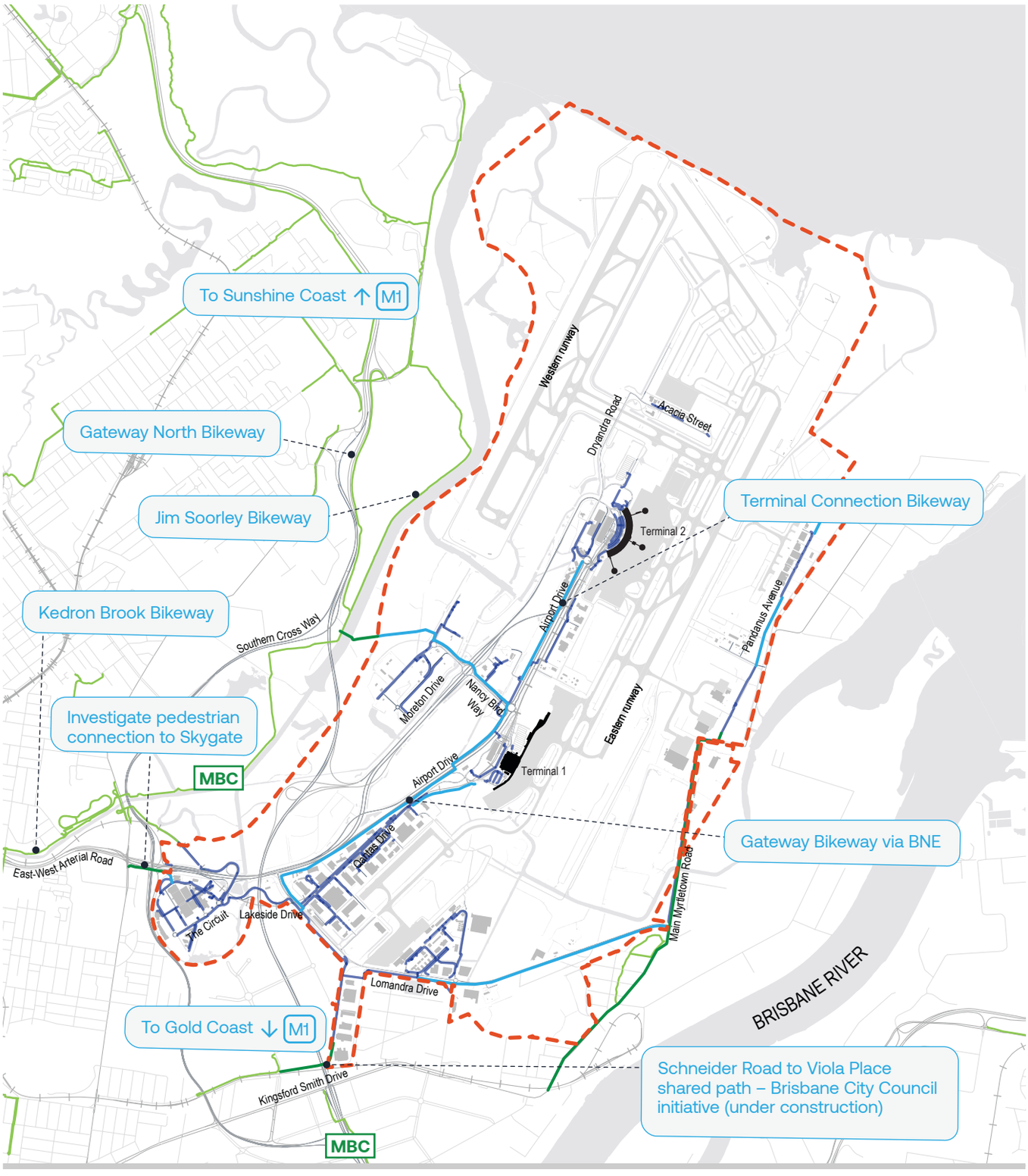
Initiatives over the Next Five Years

The following active transport initiatives are proposed over the next five years:

- Delivery of the Terminal Connection Bikeway that will connect to the secure bicycle parking at the T2 – P2 Extension, and delivery of a similar secure facility in the T1 Precinct
- Detailed design and delivery of elements of the Gateway Bikeway via BNE (from Lomandra Drive to the T1 precinct)
- Implementation of active transport counting devices at key locations
- Investigate opportunities with TMR and Brisbane City Council to provide a crossing at the Southern Cross Way interchange into the Skygate precinct
- Delivery of new active transport infrastructure associated with reconfiguration of the T1 precinct road network
- Design and delivery of end-of-trip infrastructure and associated connections within both terminal precincts
- Delivery of new active transport infrastructure associated with the Airport Industrial Park and Airport Central Precinct developments
- Collaboration with Brisbane City Council to ensure timely delivery of the Viola Place to Schnieder Road shared path (Brisbane City Council initiative)
- Organically grow the existing network through footpath and shared path provision when new commercial developments come online.

Figure 14.6 shows the strategic intent of the 20 year active transport plan, including off-airport connections. While infrastructure around the terminals and established precincts is planned for the short to medium term, future connections along Lomandra Drive are dependent on land development of the AIP precinct. Brisbane Airport acknowledges that the strategic connection across the Kedron Brook lies outside the Brisbane Airport boundary but has collaboratively been identified by the TWG as a strategic northern connection to the existing Gateway Bikeway.

FIGURE 14.6: FUTURE ACTIVE TRANSPORT NETWORK



Future Active Transport Network

- Brisbane Airport boundary
- Existing Paths (Brisbane Airport)
- Off-Airport Bikeways
- Proposed Brisbane Airport Upgrades
- Indicative Off-airport Upgrades
- MBC Moreton Bay Cycleway

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Public Transport Network

As Brisbane Airport grows, the requirement for genuine public transport options becomes more important to give commuters and travellers the option of more sustainable transport modes. The Area Study identified the need for an integrated public transport network. Subsequently, the *Connectivity Strategy* outlines a network that includes rail and bus services, improving connectivity across the South East Queensland Region. Figure 14.7 identifies the current public transport networks on and adjacent to Brisbane Airport.

Airtrain

Brisbane Airport is currently serviced by Airtrain, a privately owned, commuter rail line connecting to the South East Queensland Rail Network. Airtrain stations located at T1 and T2 are currently the only stations at Brisbane Airport. Airtrain has public transport exclusivity and fare control rights, with the fares being inconsistent with and higher than the broader public transport network.

Brisbane Airport will continue to advocate for the Queensland Government and Airtrain to improve rail services to the airport. A range of options exist, including the resolution of the Airtrain exclusivity, increased service frequency and expanded hours of operation, fare normalisation to align with the broader public transport network and infrastructure improvements (e.g. a new station at Skygate) to enable more public transport options to the Brisbane Airport precinct. Resolution of Airtrain fares and exclusivity are subject to negotiation between the Queensland Government and Airtrain.

Brisbane Metro, Bus and Transfer Services

In 2024, Brisbane City Council announced a proposal to extend the Brisbane Metro from the Royal Brisbane and Women's Hospital (RBWH) to Brisbane Airport (including DFO/ Skygate and the terminals). The extension of Brisbane Metro is supported by Brisbane Airport, with ongoing advocacy and planning being undertaken.

Brisbane City Council have proposed two options for the extension of Brisbane Metro, either through the AirportLink tunnel or through the conversion of the existing Doomben rail line into a busway. The rail conversion was investigated by the Area Study and is now an initiative in the Connectivity Strategy. Brisbane Airport recognises the significant opportunity presented by the Doomben option for enhanced bus connections to the airport precinct. This particularly would enable:

- Improved multi-modal network connectivity through integrating bus and rail services in the north-eastern suburbs
- Opportunities to integrate with the Northern busway corridor to Chermside
- Improved bus services to the airport precincts from suburbs across Brisbane through a dedicated busway corridor.

The Skygate precinct is currently serviced by one Translink bus route (Route 590), which connects Toombul to Garden City, via Skygate and other bus hubs like Cannon Hill and Carindale (refer Figure 14.7). Brisbane Airport is advocating for additional Translink bus routes to service the Skygate precinct as a short-term measure to improve public transport services to the broader Airport precinct while the present Airtrain arrangements are in place. Additional Translink bus services to Skygate are expected to transform the precinct into a public transport hub.

Complimentary transfer bus routes service the terminals, Skygate and Airpark (refer Figure 14.8). A fleet of electric buses service these routes which include:

- Terminal Transfer (every 10 minutes from 4 am – 1:30am)
- Skygate Loop (every 30 minutes from 6:30am to 6pm)
- Airpark Transfer (every 10 minutes from 3:30am, operates 24/7)
- Staff Shuttle (every 15 minutes in peaks).

CASE STUDY:
50 cent Public Transport fares and six month trial of 50 per cent discount for Airtrain

From 5 August 2024, the Queensland Government introduced 50 cent fares for public transport across the State. As a result, Skygate became one of the most popular stops on the Route 590, consistently having the second highest patronage on the route, including weekends. At the same time, a 50 per cent discount was introduced for the Airtrain, including for staff tickets. This resulted in an approximately 69 per cent increase in staff patronage, and almost 20 per cent increase in overall public patronage over the six-month trial. While 50 cent fares have continued, the Airtrain fares have reverted and increased since 10 February 2025.

FIGURE 14.7: BRISBANE AIRPORT PUBLIC TRANSPORT NETWORK

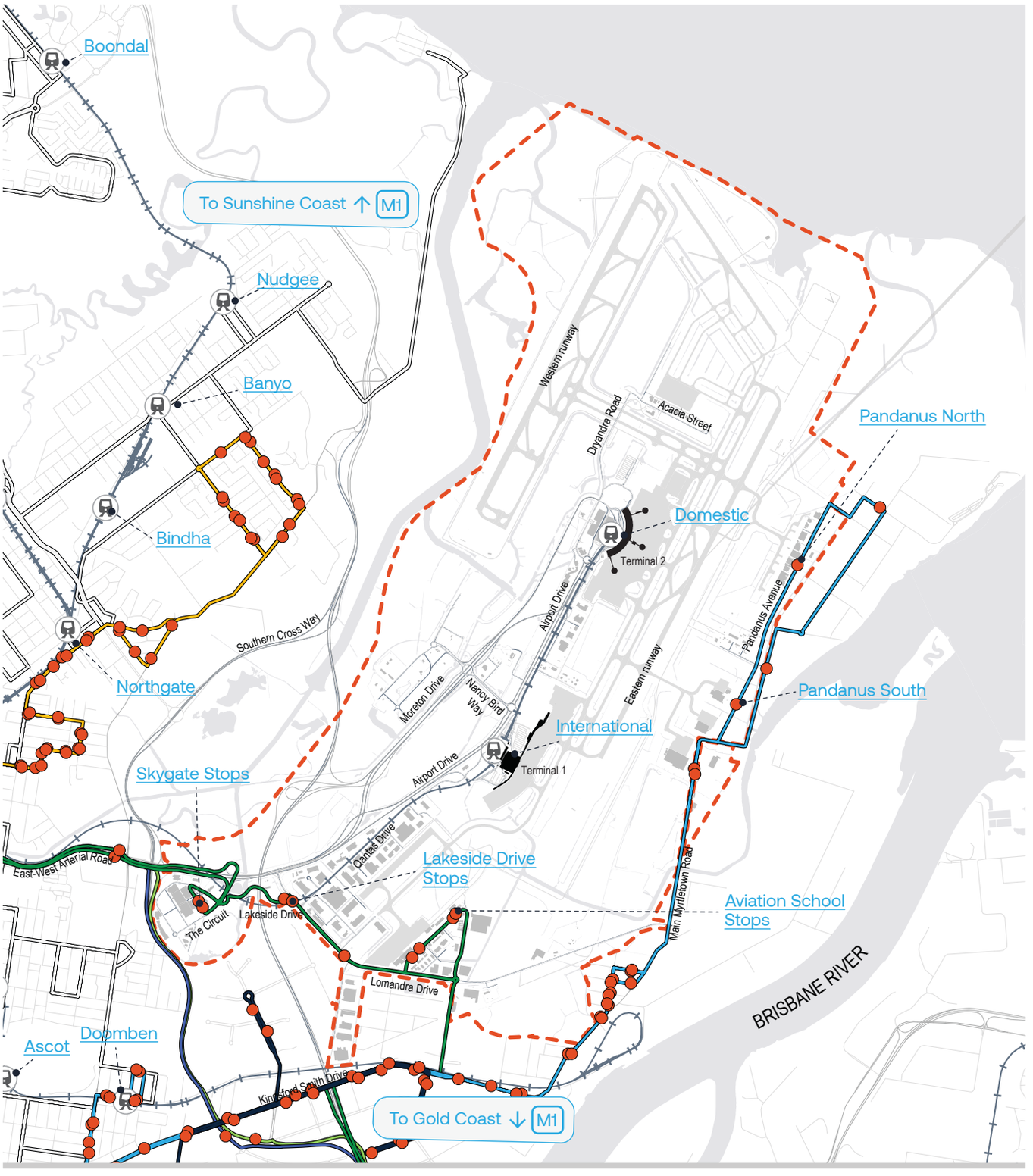
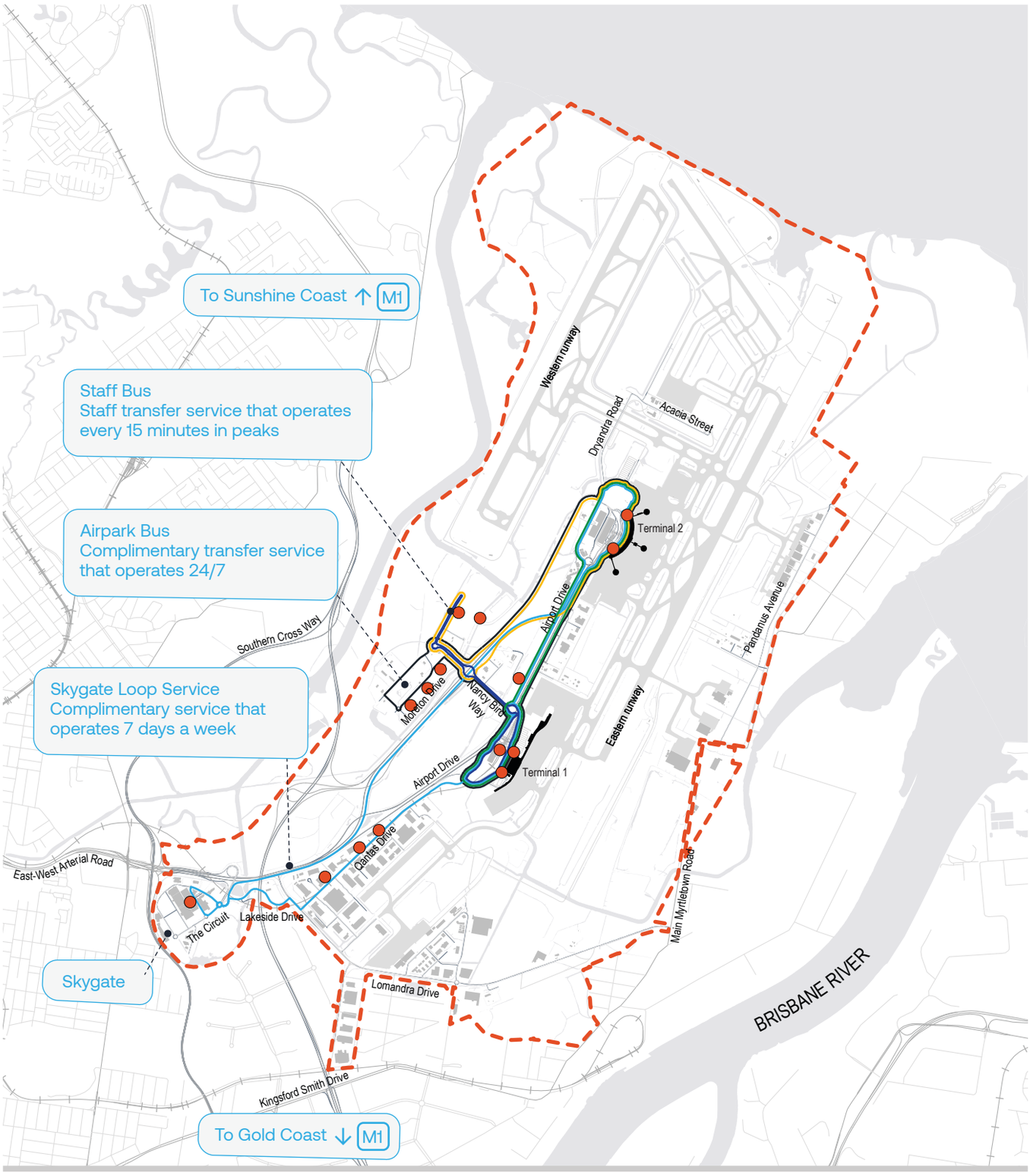


FIGURE 14.8: BRISBANE AIRPORT BUS NETWORK



Brisbane Airport Bus Network

- Brisbane Airport boundary
- Brisbane Airport Bus Stop
- Airpark Bus
- Skygate Bus
- Staff Bus Terminal Two
- Staff Bus Terminal One
- Terminal Transfer Bus

Terminal Transfer Complimentary service operates every 10 minutes from 4am–1:30am, 7 days a week

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Initiatives over the Next Five Years

Ongoing advocacy for improved public transport will occur through the BATES and BATS forums and through ongoing collaboration with Brisbane City Council and TMR. In addition, Brisbane Airport will work in collaboration with Brisbane City Council for the Race to Gold rapid business cases for Brisbane Metro expansion.

The following public transport-oriented initiatives are proposed over the next five years:

- Design and delivery of infrastructure to support Skygate becoming a public transport hub, noting that Queensland Government (Translink) and Transport for Brisbane commitment is required.
- Undertake further detailed planning to identify and preserve a busway corridor (between Skygate and T3) that could support Brisbane City Council's proposal for Brisbane Metro expansion to Brisbane Airport.
- Advocacy and collaboration for a resolution to Airtrain exclusivity and fare structures.

In addition, in February 2025, Brisbane City Council's request for $50m to complete a Rapid Business Case for Metro Expansion was approved by the Federal Government. The timing and staging of the Brisbane Airport Metro Expansion will be guided by the outcome of the Business Case.

Brisbane Airport Corporation anticipates being engaged as a key stakeholder through a collaborative approach for the Airport Metro options.

Road Network

The primary access routes to the terminal precincts are via Moreton Drive and Airport Drive. These roads provide a direct connection to the external TMR and Brisbane City Council road networks, including the Gateway Motorway, Southern Cross Way and the East-West Arterial. Lomandra Drive is the primary connection for the southern, industrial and education precincts.

Facilitating more than 100,000 vehicle movements to the Brisbane Airport precinct every day, the road network currently performs reasonably well in peak periods (refer to Figure 14.9), but is expected to reach capacity and experience congestion without intervention. The Ground Transport Plan examines the road network both within and around Brisbane Airport to understand future traffic generation and predict capacity constraints. This analysis evaluates the performance of planned road network changes under forecasted traffic demand from aviation growth, development within the Brisbane Airport precinct, external development projects in the Australia Trade Coast – North, and general traffic growth of the surrounding road network.

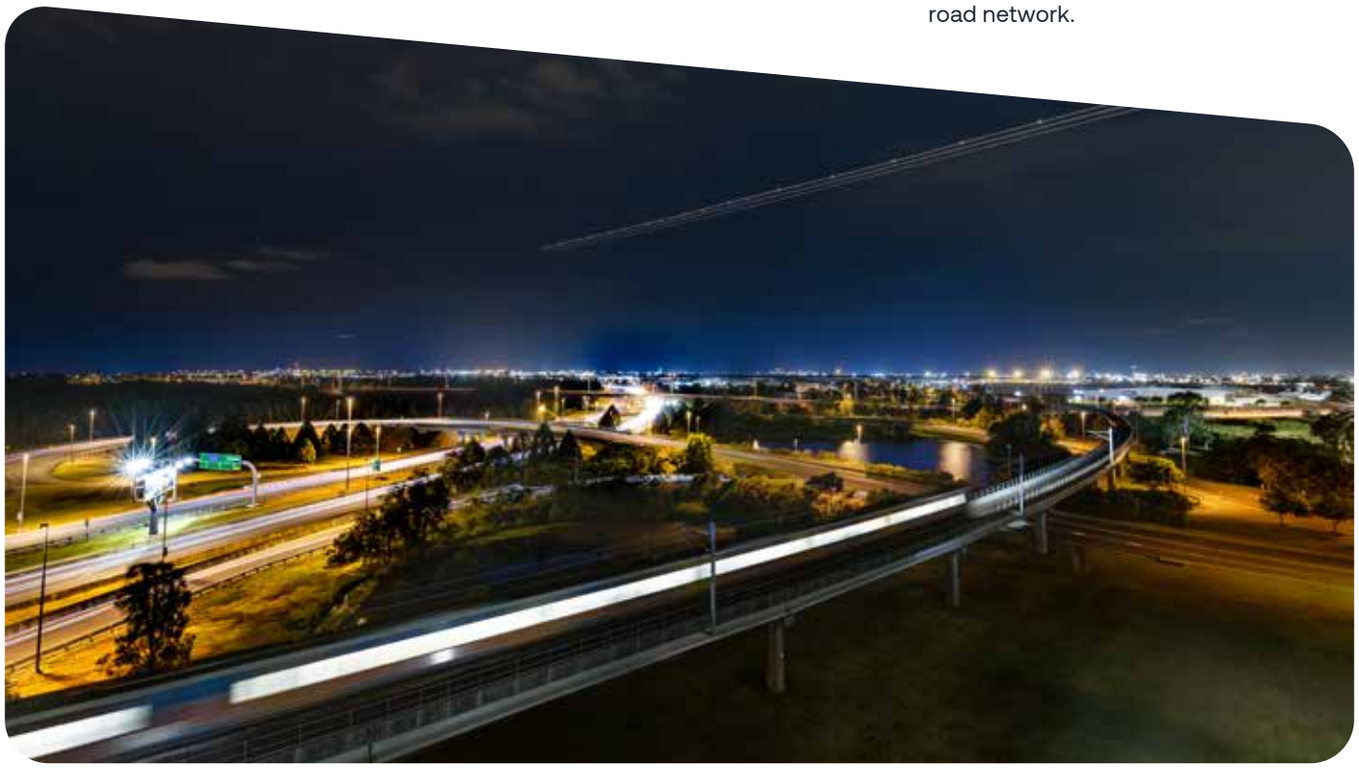
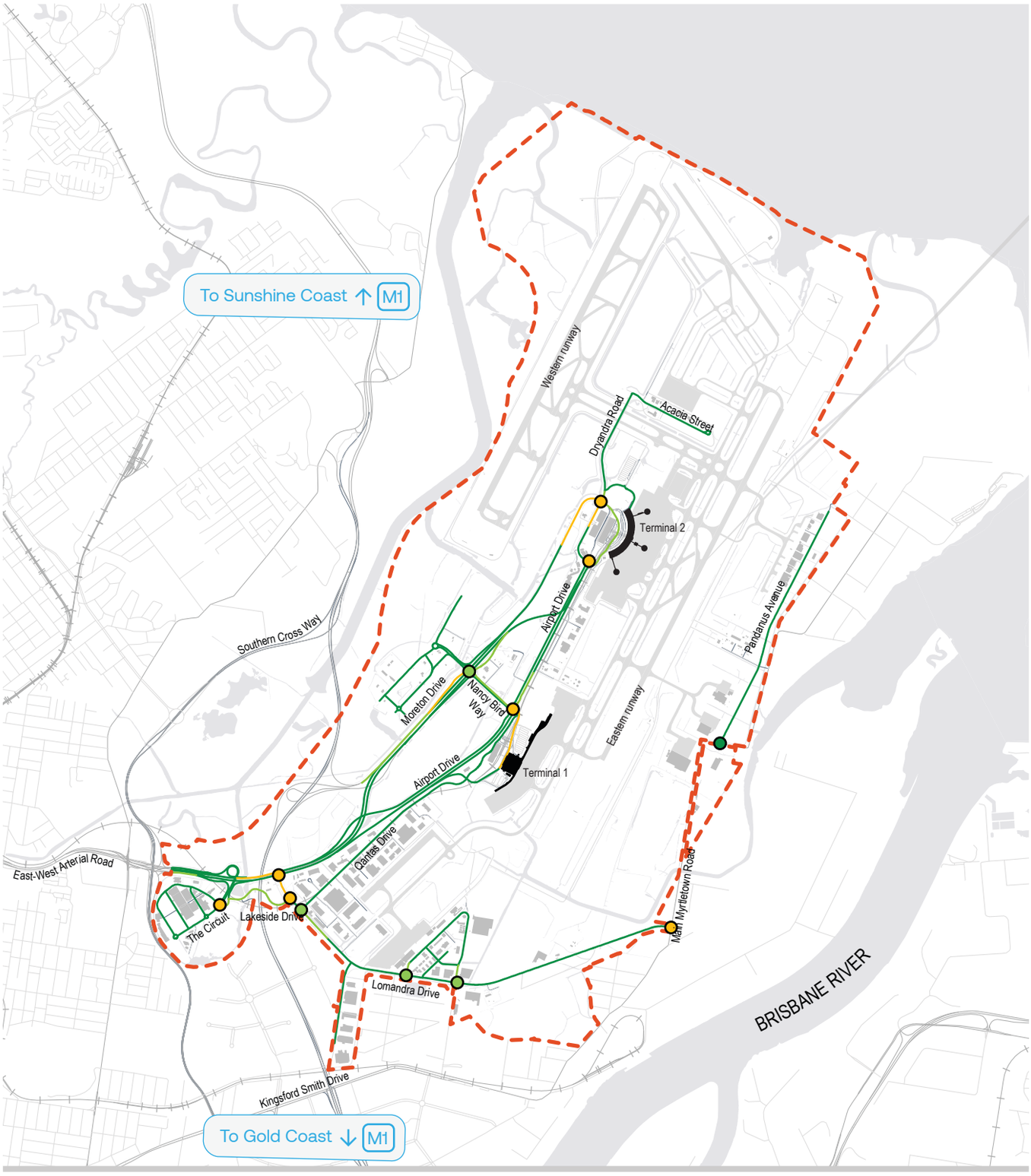


FIGURE 14.9: BRISBANE AIRPORT PEAK HOUR TRAFFIC



Brisbane Airport Peak Hour Traffic

Peak Hour Traffic Flow

- Traffic flowing freely or reasonably freely
- Constrained but constant flow below speed limit
- Approaching unstable flow
- Congested with demand exceeding capacity
- Brisbane Airport boundary

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A New Road Hierarchy

A Movement and Place framework has been established for Brisbane Airport's road hierarchy. The framework has now been adopted by many Australian transport authorities, including TMR. This framework broadly categorises roads based on their intended function (movement) and form (place). As new roads are constructed at Brisbane Airport, the framework will be applied, and a road or street type will be allocated based on the intended function of the corridor, which will guide the corridor's form.

Future Road Network

Analysis of the current and future (20 year) road network demand shows that road upgrades will be required to Lomandra Drive, Airport Drive and Moreton Drive. Road capacity upgrades, including kerbside allocations, prior to 2031 are expected for both terminal precincts and the broader road network (refer Figure 14.10). Brisbane Airport has commenced with analysis and concept design for road upgrades in the T1 precinct, which will also accommodate an expansion of public pick-up and drop-off areas (refer Section 14.4.5).

To ensure a permeable and resilient road network, Brisbane Airport recognises the need for targeted connections. The Schneider Road extension is proposed as a local connection to the external network to provide enhanced connectivity and resilience to the Skygate precinct. The Airport North connector via Dryandra Road is also proposed, ensuring network resilience for critical aero-medial infrastructure in the Airport North precinct, in addition to removing Airport North bound traffic from the T2 precinct.

New roads are also expected to be delivered to commence development of the Airport Industrial Park and Airport Central precincts. Opportunities for these roads to provide additional network resilience and permeability for those precincts will be explored through the appropriate planning and design stages.

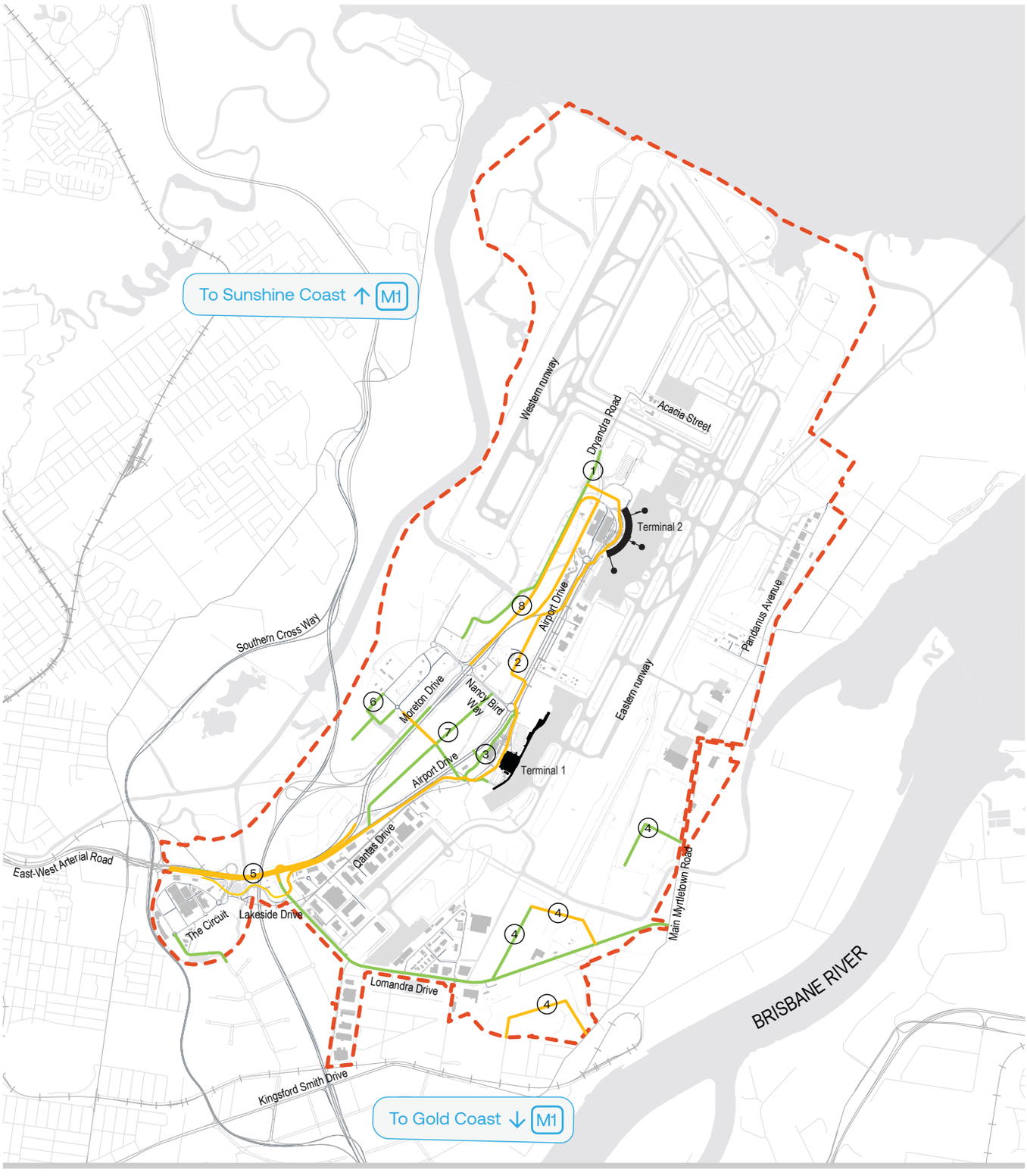
Brisbane Airport anticipates that the Moreton Drive southbound egress will require extension from Dryandra Road to the existing Moreton Drive in the longer term to ensure sufficient capacity for egress traffic from the T2 and T3 precincts. It is expected that the corresponding northbound carriageway will also require additional lanes.

Overall traffic demand and network performance will continue to be monitored and refined over the life of the Master Plan. An ongoing program of traffic modelling and analysis will ensure the timely delivery of key transport infrastructure upgrades, in line with commercial development and airport passenger growth.

The following road network initiatives are proposed over the next five years:

- Airport Industrial Park new roads and paths, and capacity upgrades along Lomandra Drive
- Airport Central Precinct new roads and paths, and intersections connecting to the existing road network
- Delivery of the Airport North access via Dryandra Road to provide network resilience for Airport North and reduce congestion at the T2 intersection, including necessary upgrades within the Central Parking Area precinct. This link could provide access to the T2 precinct from the CPA without the need to use Moreton Drive
- Design and delivery of the reconfiguration of the roads at T1, including the public pick up – drop off facility, and other kerbside products
- Continue planning and development of the Schneider Road extension, that will provide additional access and network resilience to the Skygate Precinct
- Progress road safety improvements, including installation of additional guardrail, targeted speed limit reduction if appropriate and traffic calming measures
- Investigate Intelligent Transport System technology to assist with monitoring the road network and enhancing operations
- Removal of a traffic lane northbound on Airport Drive to accommodate the Terminal Connection Bikeway
- Capacity upgrades to Nancy Bird Way and Moreton Drive to accommodate aviation growth
- Capacity upgrades to Airport Drive to accommodate aviation and commercial development growth, including the intersection of Airport Drive and Lomandra Drive
- Continue to partner with and advocate to State and Local government agencies in relation to the planning and delivery of upgrades to the surrounding TMR and Brisbane City Council owned road network, including roads such as Main Myrtletown Road and the Southern Cross Way interchange
- Investigate the requirement of additional road capacity upgrades to, from, and within the T2 / T3 precincts.

FIGURE 14.10: PROPROSED ROAD UPGRADES



Proposed Road Upgrades

- Brisbane Airport boundary
- Upgrades by 2031
- Upgrades by 2046

1. Airport North access via Dryandra Road
2. Indicative Mass Transit Corridor
3. Terminal 1 road upgrades
4. Indicative access roads in Airport Industrial Park
5. Airport Drive capacity upgrades
6. Indicative Central Parking Areas access roads
7. Indicative Airport Central access roads
8. Moreton Drive capacity upgrades

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Ground Transport Operations and Car Parking

Ground transport operations, including taxi, rideshare, private coach and limousines are supported by infrastructure across airport. This includes remote holding areas to manage peak demand on roads at the terminals, driver rest and refreshment areas and dedicated kerbside areas close to the terminals to enable convenient passenger pick-up and drop-off.

As noted in Section 14.2, rideshare and taxi remain popular modes to access Brisbane Airport and are expected to play a key role in the continuous passenger growth. Consequently, Brisbane Airport will continue to work with government and key stakeholders in monitoring and assessing changes to car usage, including the emergence of new vehicle technologies and the impacts that has to these two key segments. Recent performance assessments for ground transport operators concluded that infrastructure is performing adequately, though kerbside enhancements may be required at both T1 and T2 precincts.

With a forecasted growth in passenger numbers, the airport will continue to review performance in all areas and consider initiatives to maintain the high quality of services.

Public Car Parking

Brisbane Airport offers a range of parking facilities at T1 and T2, and in the Central Parking Area providing options for customers, visitors and staff.

The COVID-19 recovery period has provided the opportunity to evolve various parking products at T2, allowing Brisbane Airport to simplify parking products, better manage demand and enhance customer experience.

There has been a consistent growth in demand for parking at T1, a trend that has intensified in 2024, with international passenger numbers surpassing pre-COVID levels. In 2019, the detailed design of a second multi-level car park was completed following Major Development Plan approval. With the COVID-19 pandemic induced disruptions to international travel in 2020, this project was placed on-hold. Brisbane Airport has recommenced this project in conjunction with a refreshed precinct network solution (refer Section 14.4.4.2).

Staff Parking

Brisbane Airport provides several options for staff commuting to the airport, including a small amount of dedicated staff car parking at T1 and T2. A larger staff car park is located in the Central Parking Area (CPA) with staff shuttle bus connections to the terminals.

Terminal Staff Parking Consolidation

The location of the future T3 is currently occupied by two T2 staff car parks. These car parks will need to be relocated to the Central Parking Area as was the case before COVID to enable early civil works required to surcharge this area for T3. This consolidation and relocation will also include the T1 staff car park which currently occupies area required for the proposed T1 pick-up and drop-off facility.

Rideshare and taxi remain popular modes to access Brisbane Airport and are expected to play a key role in continuous passenger growth.







There has been a consistent growth in demand for parking at T1, a trend that has intensified in 2024, with international passenger numbers surpassing pre-COVID levels.

Ground Transport Plan



Parking provision in other precincts will continue to expand in line with ongoing development and the growing needs of staff.

As new facilities and commercial spaces emerge, ensuring adequate and accessible parking will remain a priority. This approach will support workforce mobility while complementing broader transport strategies aimed at balancing private vehicle use with sustainable alternatives.

Initiatives over the Next Five Years

Additional capacity for parking is expected to occur within the Terminal precincts and the Central Parking Area. Parking provision in other precincts will continue to grow in line with development and associated staff parking requirements. The following ground transport operations and car parking initiatives are proposed over the next five years:

- Delivery of the second multi-level car park at the T1 precinct, governed by the already approved Major Development Plan
- Relocating staff car parking at T1 and T2 to facilitate development works at the terminal precincts including both airside and landside functions. This will be accompanied by an appropriate uplift in staff buses
- Road upgrades including kerbside reconfiguration to facilitate demand growth at T1 and T2
- Continue ongoing program of works for the Airpark expansion project and investigations to accommodate future transport technologies at Brisbane Airport car parking provision
- Development and delivery of a third multi-level car park and ground transport solution at the T2 / T3 precinct, to accommodate kerbside operations for T3 and car parking demands
- Investigate an integrated ground transport centre / car park at T1
- Investigate opportunities to provide supporting charging infrastructure for electric vehicles, particularly for ground transport operators
- Evaluation of car parking provision and parking management at the Skygate precinct.

Freight

Brisbane Airport's industrial, commercial and freight land uses have been expanding and landside demand for trips associated with these land uses is anticipated to increase accordingly. Brisbane Airport is a major attractor for freight vehicle trips, not just to the Airport for air freight, but from industrial and commercial land uses within the Airport precincts. Brisbane Airport anticipates the industrial precincts in the south of Brisbane Airport to grow over the next five years and generate more inter- and intra-precinct trips, and onto the broader, off-airport network.

The freight network within the Brisbane Airport precincts is relatively permeable and provides for B-Double trucks to access the industrial land uses that are in the south-west (refer Figure 14.11). Brisbane Airport has commenced collaboration with Brisbane City Council regarding an assessment of the existing freight network's suitability for A-Double trucks to use the on-airport heavy vehicle network. A-Double trucks have a larger capacity than B-Doubles, enabling the potential for more efficient freight movements.

Brisbane Airport and the Australia Trade Coast North precinct, are critical to the performance of the broader Brisbane and regional road network. Approximately 12 per cent of all trips in the network in morning peak hours are freight trips, and most of those trips are self-contained to the Australia Trade Coast North Precinct. Therefore, a significant proportion of freight trips are not using the road network external to the Australia Trade Coast North. Accordingly, appraisal of the freight network's performance at Brisbane Airport environment is critical for the efficiency of the internal and external road network will continue to take place over the next five years. This will position BAC well to ensure that the network is appropriate for the level of freight demand anticipated in the future. Freight considerations will be included as roads earmarked for upgrade proceed through their respective project life cycles.

The freight network within the Brisbane Airport precincts will be enhanced by initiatives identified in the Future Road Network (refer Section 14.4.4.2). Figure 14.11 sets out the current freight network on and adjacent to Brisbane Airport.

Brisbane Airport is a major attractor for freight vehicle trips, not just to Brisbane Airport for air freight, but from industrial and commercial land uses within Brisbane Airport precincts.



FIGURE 14.11 BRISBANE AIRPORT FREIGHT NETWORK



Brisbane Airport Freight Network

- Brisbane Airport boundary
- Multi Combination Route (Brisbane Airport Corporation Access PermitRequired)
- Multi Combination Route (Permit Issued By Others)
- No Access To B-Double

Freight Warehouse

- General Warehousing
- Logistics
- Aviation Freight
- Aircraft Maintenance
- Food Manufacturing

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DOMESTIC
Brisbane Airport

CHAPTER

15

Services and Utilities

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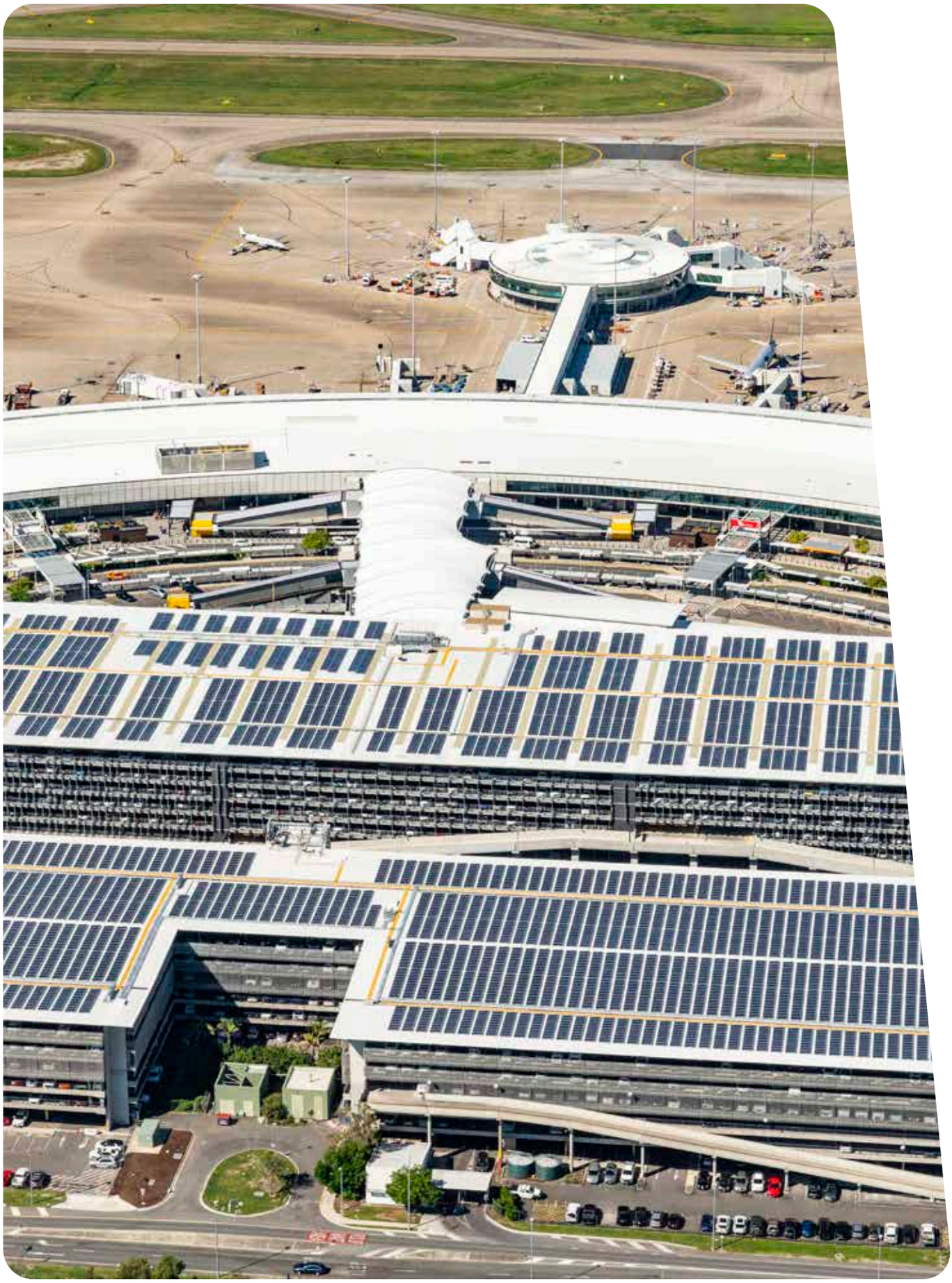
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Services and Utilities

Overview

BAC owns, operates and develops the utility distribution networks at Brisbane Airport. While primarily supported by external service providers, these networks also rely on Brisbane Airport resources to meet demand effectively.

BAC's utility planning focuses on future-proofing Brisbane Airport's infrastructure by embedding sustainability and responding to key transformation drivers such as climate change, electrification and the rapid adoption of emerging technologies.

Network modelling and utility demand forecasts have been developed through a comprehensive, data-driven approach that considers a range of key factors:

- **Aeronautical and non-aeronautical growth:** Forecasts account for the expected increase in aviation activity, planned commercial and retail development over the next 5 years, and the broader potential for development over the next 20 years.
- **Decarbonisation goals:** Projections consider BAC's commitment to carbon neutrality, including increased renewable energy use, energy efficiency initiatives and greater reliance on recycled water.
- **Electrification:** The rising use of electric systems—such as ground transport and GSE—has been factored into future demand planning.

This analysis draws on historical consumption data, current usage patterns and strategic growth forecasts. The result is a clear and realistic picture of future utility needs that not only supports operations but also aligns with BAC's long-term sustainability objectives.

Electricity

Energy Queensland serves as the Distribution Network Service Provider for Brisbane Airport, delivering electricity via three 33/11kV main intake substations. Brisbane Airport manages the distribution of this power across the site through an 11kV network, which includes three zone substations, approximately 140 distribution substations, and over 50 km of high-voltage (HV) cable.

To support Brisbane Airport's projected growth and long-term sustainability goals, BAC has established an Electrical Network Development Plan. The Plan is focused on ensuring a reliable, efficient, and future-ready electrical network that can meet increasing demand while integrating sustainable energy solutions.

Forecasts show that the airport's peak energy demand is expected to grow by 20 per cent over the next five years and double by 2045, compared to 2025 levels. Around 40 per cent of this increase is projected to come from non-aeronautical developments.

To address this, a staged program of network upgrades is planned, split across two key phases:

2025–2030: Modernisation and Capacity Building

Goal: Support electrification, improve resilience and expand distribution capacity.

Planned projects:

- Replace ageing critical assets (e.g. T2 high-voltage network upgrades)
- Resolve key contingency constraints (CPA Ring, D20, T1 Southern Concourse, AIP Ring)
- Install 16 new distribution substations to support commercial development
- Trial smart grid and microgrid technologies.

2030–2045: Expansion and Smart Integration

Goal: Increase supply capacity, expand the network, and enhance smart energy management.

Potential projects:

- Establish a new T3 intake substation and upgrade the existing Airport Drive Intake Substation intake
- Install 30 additional distribution substations
- Investigate the deployment of advanced microgrid systems, including 18 MW of solar PV and 12 MW of battery storage (BESS).

This forward-looking approach ensures the electrical network is ready to support Brisbane Airport's growing operations while contributing to its broader sustainability and innovation ambitions.

Services and Utilities

Renewable energy

BAC is progressing a long-term, strategic approach to renewable energy as part of its broader sustainability commitments, outlined in Chapter 4 of this Master Plan. Central to this is a coordinated Solar Strategy, which guides the integration of solar generation within the airport's electrical network. The strategy supports reliable, clean power for airport operations and provides a framework for tenants to adopt their own solar systems in alignment with network planning.

To achieve net zero emissions targets, strengthen energy resilience and ensure sustainable growth, BAC has developed a phased roadmap for renewable energy integration. This plan is underpinned by detailed technical and financial assessments, which inform infrastructure upgrades, ensure network reliability, and support the seamless deployment of large-scale renewable systems.

2025–2030: Accelerating Decarbonisation and Electrification

Goal: Speed up emissions reductions and support electrification in line with net zero goals.

Planned projects:

- Rollout of electric GSE and EV charging stations
- Launch of microgrid pilot programs for localised energy management
- Installation of 10 MW of solar PV and 6 MW of BESS.

2030–2035: Smart Infrastructure and Enhanced Energy Resilience

Goal: Leverage smart technologies and expand energy storage to improve network reliability and flexibility.

Planned projects:

- Installation of an additional 18 MW of solar PV and 12 MW of BESS
- Full integration of resilient, AI-optimised microgrids across key airport precincts.

Beyond 2035: Transformation and Innovation

Goal: Prepare for the next wave of energy technologies to future-proof the airport's energy ecosystem.

Potential projects:

- Integration of hydrogen and sustainable waste-to-energy systems
- Full electrification of aircraft support infrastructure
- Airport-wide rollout of advanced smart grids and microgrids
- Trials of emerging technologies to support long-term innovation.

This energy roadmap positions Brisbane Airport at the forefront of sustainable energy transformation—ensuring it remains a leader in decarbonisation and energy innovation well into the future.

Telecommunications

Brisbane Airport has a complex telecommunications network which services a variety of functions including telephony and data transfer. It also assists in aviation management systems via relationship agreements with Airservices Australia. Brisbane Airport owns and manages an optical fibre infrastructure network to service its own requirements, as well as an extensive duct and access pit network to allow for telecommunications carriers to provide for the needs of their customers.

Telecommunication carriers including Telstra, Optus and Vodafone own and maintain an array of telecommunication towers and antennae and maintain in-ground cables ducts and pits, providing services direct to their business connections.

In addition to the above service providers, NBN operates its own infrastructure. Over time, the goal is for NBN to evolve into the primary wholesale provider. This transition aims to enhance efficiency by significantly reducing the need for other carriers to own their own infrastructure.

To support long-term growth and evolving operational requirements, BAC has completed a telecommunications demand assessment. As major developments progress across terminals, precincts and logistics hubs, demand for high-capacity, low-latency digital connectivity is expected to grow significantly. This demand is being driven by the adoption of smart airport technologies, increased use of data analytics, autonomous systems and enhanced cybersecurity needs. The assessment also considered the future digital requirements of tenants and the broader shift toward a digitally integrated airport environment.

In response, BAC is implementing a Telecommunications Strategy focused on expanding optical fibre capacity and upgrading duct infrastructure to deliver a scalable, resilient and future-ready network.

2025–2030: Strengthening Resilience and Expanding Coverage

Planned projects:

- Migration of substations and pump stations from legacy systems to the upgraded BAC optical fibre network
- Creation of alternative network pathways to improve redundancy (e.g., Pandanus and Aerotech Park corridors)
- Expansion of telecommunications infrastructure across Airport Central and the Airport Industrial Park precincts.

2030–2045: Enabling Major Expansion and Digital Integration

Potential projects:

- Network upgrades to support future terminal development and associated precinct developments
- Continued rollout of telecommunications infrastructure across Aerotech Park and Airport Industrial Park precincts
- This staged approach ensures Brisbane Airport remains digitally capable and adaptable—supporting operational efficiency, future innovation, and enhanced service delivery as the airport continues to grow.

Water supply

Brisbane Airport's potable water network, supplied by Urban Utilities, consists of an extensive system of pipes, valves and a water quality management facility. Network development efforts prioritise effectively managing demand, maintaining high water quality standards, and ensuring sufficient fire flow capacities throughout the system.

Aiming to reduce potable water consumption, Brisbane Airport has established and continues to expand a recycled water network. This network primarily serves irrigation, cooling towers, and construction activities. The recycled water is sourced mainly from Urban Utilities, supplemented by airport rainwater harvesting systems, including the Skygate lakes. These lakes enhance the recycled water supply, supporting on-airport projects and further reducing reliance on potable water.

To support Brisbane Airport's long-term growth and maintain the resilience of its potable water network, a comprehensive demand forecasting process has been completed. This process analysed historical water usage patterns and applied standard unit demand rates (L/m^2/day) across different land uses to project water needs through to 2045.

The forecast considered both aeronautical and non-aeronautical developments, projected passenger growth, and the dual role of the potable water network in supplying general use and firefighting systems. Climate change factors were also incorporated to ensure the network is future-proofed and resilient under changing conditions.

Potable water demand is projected to increase from 2.3 ML/day in 2025 to 3.6 ML/day by 2030, reaching 7 ML/day by 2045. Currently, non-aeronautical developments account for 65 per cent of water consumption, but this proportion is expected to decline to below 60 per cent by 2045 as aeronautical activity increases.

To meet this growing demand and maintain service reliability and emergency response capabilities, BAC has developed a staged infrastructure augmentation plan.

2025–2030: Enhancing Resilience and Firefighting Capacity

Planned projects:

- Upgrades to key mains to increase network redundancy and support firefighting systems
- Planned works include:
- Pandanus Drive main upgrade
- Perimeter Road to Qantas Drive main
- Chloris Street & Hibiscus Street main upgrade along Airport Drive.

2030–2035: Expanding Capacity and Extending the Network

Potential projects:

- Increasing supply capacity and extending distribution to support new development and improve water quality
- Sugarmill Road supply upgrade
- New main along Boronia Road (corner of Lomandra Drive & Boronia Road)
- Connection from Perimeter Road to Boronia Drive
- Connection from Nancy Bird Way to Moreton Drive.

This staged approach ensures Brisbane Airport's potable water network remains robust, capable of supporting future growth and compliant with safety and operational standards well into the future.

Services and Utilities

Sewerage

As part of the sewerage services, Brisbane Airport oversees both the on-airport sewerage system and the discharge of trade waste from airport businesses to the off-airport sewerage network.

The on-airport system combines gravity sewers and rising mains, supported by a network of pump stations, with connections to the off-airport system at four key locations:

- Airport Drive (via Nudgee Road)
- Viola Place
- Lomandra Drive (via Serpentine Road)
- Pandanus Avenue (via Luggage Point).

This multi-connection strategy ensures operational redundancy, allowing sewer flows to be rerouted in the event of line or pump station failure.

Future sewage flows were forecast by applying a Return to Sewer rate to projected potable and recycled water demand. Average Dry Weather Flow (ADWF) is expected to increase from 1.9 ML/day in 2025 to 2.9 ML/day in 2030 and reach 5.7 ML/day by 2045. While non-aeronautical users currently account for 62 per cent of total discharge, their share is projected to decrease to 55 per cent by 2045, reflecting the growth of aeronautical activity.

To accommodate future growth and enhance system reliability, a staged sewer network upgrade plan has been developed. The strategy focuses on extending the collection system, replacing aging infrastructure, improving trade waste compliance, and increasing discharge capacity.

2025–2030: Collection System Expansion & Trade Waste Compliance

Planned projects:

- Pandanus catchment upgrade
- Expansion of Aerotech Park network (Airport Industrial Park precinct pump stations and collection system)
- Airport Central collection system improvements.

2030–2045: Discharge Capacity Augmentation & Aeronautical Support

Potential projects:

- Upgrades to discharge points with Urban Utilities
- Replacement of the SPS A rising main to Luggage Point
- Upgrade of SPS A pump station.

This forward-looking approach ensures Brisbane Airport's sewerage infrastructure will continue to meet operational needs, environmental standards, and the demands of future development.

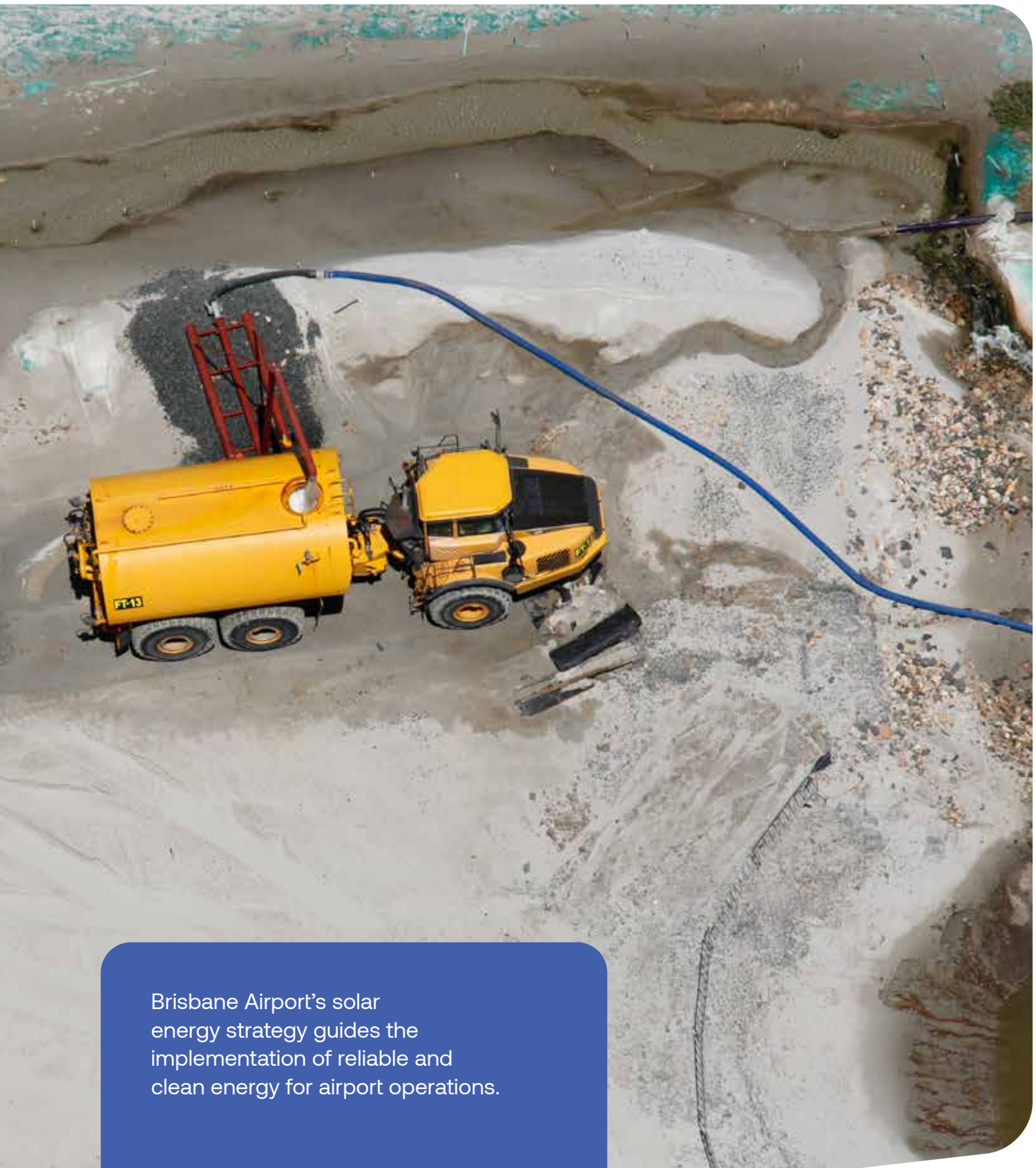
Gas

Liquid petroleum gas (LPG) is delivered to Brisbane Airport by tanker and stored in strategically located tanks across the airport. It is primarily used to support catering/food retail facilities and with ownership of the tanks shared between Brisbane Airport and tenants.

LPG supply is managed through regular refill scheduling based on usage patterns. To accommodate future developments and ensure continued reliability, Brisbane Airport is proactively planning and implementing additional storage capacities, where required.

As part of its commitment to achieving zero emissions targets, BAC is planning a phased transition from gas to electricity across its operations. While a short-term increase in gas usage may occur due to interim operational requirements, the long-term strategy is to progressively reduce gas consumption to zero, replacing it entirely with electric alternatives.





Brisbane Airport's solar energy strategy guides the implementation of reliable and clean energy for airport operations.

APPENDICES

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This table contains all land uses referenced within the Brisbane Airport Master Plan and their preferred zone locations across Brisbane Airport to correspond with the Land Use Plan. Any land uses not listed in the possible land use tables may be permitted, subject to further assessment by Brisbane Airport to ascertain compliance with the relevant Development Objectives under the Land Use Plan and the requirements of the Airports Act.

LAND USE TABLE 1: POSSIBLE LAND USES ACROSS ZONES AT BRISBANE AIRPORT

LAND USE	DEFINITION	AIRPORT ZONE				
		Special Purpose Airport	*Mixed use*	*Major Centre*	*General Industry*	*Conser-vation*
ACTIVE TRANSPORT INFRASTRUCTURE Editor's note—The term is defined in the *Transport Planning Act*, section 8A(3) and is intended to support the provision of active transport infrastructure.	Active transport infrastructure means the use of the premises for infrastructure for use in connection with active transport, including, for example, the following – a. a path or walkway for use by pedestrians; b. a path, lane or other infrastructure for use by cyclists; c. a device or facility designed and constructed for parking personal mobility devices which may include, but not be limited to bicycles, scooters, skateboards or the like; d. an end of trip facility.	*	*	*	*	*
ADVERTISING DEVICE Editor's note—The term is defined as an administrative term in the Planning Regulation 2017. Its inclusion supports the regulation and assessment of advertising devices—particularly in cases where the advertising device is not directly associated with another primary use.	Advertising device means the use of the premises for – a. a permanent sign, structure or other device used, or intended to be used, for advertising; and b. includes a structure, or part of a building, the primary purpose of which is to support the sign, structure or device.	*	*	*	*	*

LAND USE	DEFINITION	AIRPORT ZONE				
		Special Purpose Airport	*Mixed use*	*Major Centre*	*General Industry*	*Conser-vation*
AIR SERVICE Editor's note—The use term is defined in the Planning Regulation 2017 - Regulated Requirements	Air service means the use of premises for – a. the arrival or departure of aircraft; or b. housing, servicing, refuelling, maintaining or repairing aircraft; or c. the assembly and dispersal of passengers or goods on or from an aircraft; or d. training and education facilities relating to aviation; or e. aviation support facilities; or f. an activity that – (i) is ancillary to an activity or facility stated in paragraphs (a) to (e); and (ii) directly services the needs of aircraft passengers.	*	*	*	*	*
ANIMAL KEEPING Editor's note—The use term is defined in the Planning Regulation 2017 - Regulated Requirements	Animal keeping means the use of premises for a. boarding, breeding or training animals; or b. a holding facility or machinery repairs and servicing, if the use is ancillary to the use in paragraph (a). *Examples of animal keeping include aviary, cattery, kennel, stables, wildlife refuge.*	*	*		*	
BAR Editor's note—The use term is defined in the Planning Regulation 2017 - Regulated Requirements	Bar means the use of premises, with seating for 60 or less people, for – a. selling liquor for consumption on the premises; or b. an entertainment activity, or preparing and selling food and drink for consumption on the premises, if the use is ancillary to the use in paragraph (a).	*	*	*		

LAND USE	DEFINITION	AIRPORT ZONE				
		Special Purpose Airport	*Mixed use*	*Major Centre*	*General Industry*	*Conser-vation*
BATTERY STORAGE FACILITY Editor's note—The use term is defined in the Planning Regulation 2017 - Regulated Requirements	Battery storage facility means the use of premises for the operation of 1 or more battery storage devices.	*	*		*	
BULK LANDSCAPE SUPPLIES Editor's note—The use term is defined in the Planning Regulation 2017 - Regulated Requirements	Bulk landscape supplies means the use of premises for the bulk storage and sale of mainly non-packaged landscaping and gardening supplies, including, for example, soil, gravel, potting mix or mulch.				*	
BUSWAY CORRIDOR Editor's note—The term is defined in the Planning Regulation 2017 – Dictionary and is included to support the potential future development of a busway corridor connection to the broader regional transport network.	Busway corridor means a. land on which busway transport infrastructure is situated; or b. land on which busway transport infrastructure works are carried out; or c. land on which services for the maintenance or operation of busway transport infrastructure are situated.	*	*	*	*	
CAR WASH Editor's note—The use term is defined in the Planning Regulation 2017 - Regulated Requirements	Car wash means the use of premises for the commercial cleaning of motor vehicles.		*	*	*	
CHILDCARE CENTRE Editor's note—The use term is defined in the Planning Regulation 2017 - Regulated Requirements	Childcare centre means the use of premises for the care, education and minding, but not residence, of children. *Examples of a childcare centre include before or after school care, crèche, early childhood centre, kindergarten, vacation care.*		*	*		

LAND USE	DEFINITION	AIRPORT ZONE				
		Special Purpose Airport	*Mixed use*	*Major Centre*	*General Industry*	*Conser-vation*
CLUB Editor's note—The use term is defined in the Planning Regulation 2017 - Regulated Requirements	Club means the use of premises for – a. an association established for social, literary, political, sporting, athletic or other similar purposes; or b. preparing and selling food and drink, if the use is ancillary to the use in paragraph (a).	*	*	*		
COMMUNITY USE Editor's note—The use term is defined in the Planning Regulation 2017 - Regulated Requirements	Community use means the use of premises for - a. providing artistic, social or cultural facilities or community services to the public; or b. preparing and selling food and drink, if the use is ancillary to the use in paragraph (a). *Examples of a community use include art gallery, community centre, community hall, information centre, library, museum.*	*	*	*		
EMERGENCY SERVICES Editor's note—The use term is defined in the Planning Regulation 2017 - Regulated Requirements	Emergency services means the use of premises by a government entity or community organisation to provide - a. essential emergency services; or b. disaster management services; or c. management support facilities for the services. *Examples of emergency services include an ambulance station, evacuation centre, fire station, police station.*	*	*	*	*	

LAND USE	DEFINITION	AIRPORT ZONE				
		Special Purpose Airport	*Mixed use*	*Major Centre*	*General Industry*	*Conser-vation*
ENERGY FROM WASTE FACILITY Editor's note—An energy from waste facility is classified as a form of "Industry", as per Schedule 1 Definitions of the City Plan 2014, and is not considered a renewable energy facility. It is defined separately due to its specialised operational characteristics and potential environmental and amenity impacts, which require distinct planning considerations.	Energy from waste facility means the use of premises for recovery of energy from residual waste materials.				*	
ENVIRONMENT FACILITY Editor's note—The use term is defined in the Planning Regulation 2017 - Regulated Requirements	Environment facility – a. means the use of premises for a facility for the appreciation, conservation or interpretation of an area of cultural, environmental or heritage value; but b. does not include the use of premises to provide accommodation for tourists and travellers.		*	*		*
FOOD AND DRINK OUTLET Editor's note—The use term is defined in the Planning Regulation 2017 - Regulated Requirements	Food and drink outlet means the use of premises for - a. preparing and selling food and drink for consumption on or off the premises; or b. providing liquor for consumption on or off the premises, if the use is ancillary to the use in paragraph (a). *Examples of a food and drink outlet include cafe, coffee shop, drive-through facility, kiosk, milk bar, restaurant, snack bar, takeaway shop, tearoom.*	*	*	*	*	

LAND USE	DEFINITION	AIRPORT ZONE				
		Special Purpose Airport	*Mixed use*	*Major Centre*	*General Industry*	*Conser-vation*
FUNCTION FACILITY Editor's note—The use term is defined in the Planning Regulation 2017 - Regulated Requirements	Function facility means the use of premises for – a. receptions or functions; or b. preparing and providing food and liquor for consumption on the premises as part of a reception or function.	*	*	*		
GARDEN CENTRE Editor's note—The use term is defined in the Planning Regulation 2017 - Regulated Requirements	Garden centre means the use of premises for – a. selling plants; or b. selling gardening and landscape products and supplies that are mainly in pre-packaged form; or c. a food and drink outlet that is ancillary to the use in paragraph (a).		*	*		
HARDWARE AND TRADE SUPPLIES Editor's note—The use term is defined in the Planning Regulation 2017 - Regulated Requirements	Hardware and trade supplies means the use of premises for selling, displaying or hiring hardware and trade supplies, including, for example, house fixtures, timber, tools, paint, wallpaper or plumbing supplies.		*	*	*	
HEALTH CARE SERVICES Editor's note—The use term is defined in the Planning Regulation 2017 - Regulated Requirements	Health care service means the use of premises for medical purposes, paramedical purposes, alternative health therapies or general health care, if overnight accommodation is not provided on the premises. *Examples of a health care service do not include services with in-patient facilities.* *Note: A health care service is a form of commercial premises*	*	*	*		

LAND USE	DEFINITION	AIRPORT ZONE				
		Special Purpose Airport	*Mixed use*	*Major Centre*	*General Industry*	*Conser-vation*
HOTEL Editor's note—The use term is defined in the Planning Regulation 2017 - Regulated Requirements	Hotel – a. means the use of premises for – (i) selling liquor for consumption on the premises; or (ii) a dining or entertainment activity, or providing accommodation to tourists or travellers, if the use is ancillary to the use in subparagraph (i); but b. does not include a bar.	*	*	*		
INDOOR SPORT AND RECREATION Editor's note—The use term is defined in the Planning Regulation 2017 - Regulated Requirements	Indoor sport and recreation means the use of premises for a leisure, sport or recreation activity conducted wholly or mainly indoor. *Examples of indoor sport and recreation include amusement parlour, bowling alley, gymnasium, squash court.*		*	*	*	
INDUSTRY Editor's note—The definition of "Industry" differs from the Planning Regulation 2017 – Regulated Requirements due to limited land available on-airport to support the full range of industry thresholds. A broader definition is used to allow flexibility, with impacts assessed through development proposals. This approach supports the airport's role under the Special Purpose Zone in City Plan 2014 by encouraging allied industries that benefit the region.	Industry means premises used for manufacturing, producing, processing, re-processing, repairing, altering, recycling, storing, distributing, transferring, treatment of products, by-products, wastes or servicing. Industry includes industrial uses operating to service 24/7 airport operation.	*	*		*	

LAND USE	DEFINITION	AIRPORT ZONE				
		Special Purpose Airport	*Mixed use*	*Major Centre*	*General Industry*	*Conser-vation*
INTENSIVE HORTICULTURE Editor's note—The use term is defined in the Planning Regulation 2017 - Regulated Requirements	Intensive horticulture – a. means the use of premises for – (i) the intensive production of plants or plant material carried out indoors on imported media; or (ii) the intensive production of plants or plant material carried out outside using artificial lights or containers; or (iii) storing and packing plants or plant material grown on the premises, if the use is ancillary to the use in subparagraph (i) or (ii); but b. does not include the cultivation of aquatic plants. *Examples of intensive horticulture – greenhouse, hydroponic farm, mushroom farm.*		*		*	
LANDING Editor's note—The use term is defined in the Planning Regulation 2017 - Regulated Requirements	Landing means the use of premises for a structure - a. for mooring, launching, storing and retrieving vessels; and b. from which passengers embark and disembark. *Examples include: Boat ramp, jetty, pontoon*	*			*	*
LIQUID FUEL DEPOT AND DISTRIBUTION FACILITY Editor's note—This use is not defined under the Planning Regulation 2017 – Regulated Requirements as it addresses a unique operational requirement specific to the airport. While it would likely be classified off airport as "Special Industry" under City Plan 2014, for the purposes of on airport planning it has been categorised differently to reflect its distinct role within the airport environment.	Means a storage and distribution premises that is used for the bulk storage and distribution of petrol, oil, petroleum, sustainable aviation fuel or other inflammable liquid for aircraft and airport vehicles.	*			*	

LAND USE	DEFINITION	AIRPORT ZONE				
		Special Purpose Airport	*Mixed use*	*Major Centre*	*General Industry*	*Conser-vation*
MAJOR SPORT AND RECREATION AND ENTERTAINMENT FACILITY Editor's note—The use term is defined in the Planning Regulation 2017 - Regulated Requirements	Major sport, recreation and entertainment facility means the use of premises for large-scale events, including, for example, major sporting, recreation, conference or entertainment events. *Examples of a major sport, recreation and entertainment facility include convention centre, exhibition centre, horse racing facility, sports stadium.*		*	*		
MARKET Editor's note—The use term is defined in the Planning Regulation 2017 - Regulated Requirements	Market means the use of premises on a regular basis for a. selling goods to the public mainly from temporary structures, including, for example, stalls, booths or trestle tables; or b. providing entertainment, if the use is ancillary to the use in paragraph (a).		*	*		
MONITORING BORE Editor's note-This term is defined in the Planning Regulation 2017 – Dictionary and has been included to facilitate operational works involving a monitoring bore when the works are not directly associated with a primary use.	Monitoring bore means a water bore used for monitoring – a. the physical characteristics of an aquifer; or b. the physical, chemical or biological characteristics of water in an aquifer. *Examples of physical characteristics of water include standing water level, water discharge rate, water pressure.*	*	*	*	*	*

LAND USE	DEFINITION	AIRPORT ZONE				
		Special Purpose Airport	*Mixed use*	*Major Centre*	*General Industry*	*Conser-vation*
NECESSARY ENVIRONMENTAL CLEARING Editor's note-This term is defined in the *Vegetation Management Act 1999* – Schedule Dictionary and has been included to facilitate the clearing of vegetation when it is not directly associated with a primary use.	Necessary environmental clearing means clearing of vegetation that is necessary to - a. restore the ecological and environmental condition of land; or *Example – stabilising banks of watercourses, works to rehabilitate eroded areas, works to prevent erosion of land or for ecological fire management.* b. divert existing natural channels in a way that replicates the existing form of the natural channels; or c. repare for the likelihood of a natural disaster; or *Example – removal of silt to mitigate flooding* d. remove contaminants from land.	*	*	*	*	*
NIGHTCLUB ENTERTAINMENT FACILITY Editor's note—The use term is defined in the Planning Regulation 2017 - Regulated Requirements	Nightclub entertainment facility means the use of premises for – a. providing entertainment that is cabaret, dancing or music; or b. selling liquor, and preparing and selling food, for consumption on the premises, if the use is ancillary to the use in paragraph (a).		*	*		
OFFICE Editor's note—The use term is defined in the Planning Regulation 2017 - Regulated Requirements	Office – a. Means the use of premises for – (i). providing an administrative, financial, management or secretarial service or function; or (ii). the practice of a profession; or (iii). providing business or professional advice or services; but b. does not include the use of premises for making, selling or hiring goods. *Examples of an office – bank, real estate agency*	*	*	*	*	

LAND USE	DEFINITION	AIRPORT ZONE				
		Special Purpose Airport	*Mixed use*	*Major Centre*	*General Industry*	*Conser-vation*
OUTDOOR SALES Editor's note—The use term is defined in the Planning Regulation 2017 - Regulated Requirements	Outdoor sales means the use of premises for - a. displaying, selling, hiring or leasing vehicles, boats, caravans, machinery, equipment or other similar products, if the use is mainly conducted outdoors; or b. repairing, servicing, selling or fitting accessories for the products stated in paragraph (a), if the use is ancillary to the use in paragraph (a).		*		*	
OUTDOOR SPORT AND RECREATION Editor's note—The use term is defined in the Planning Regulation 2017 - Regulated Requirements	Outdoor sport and recreation means the use of premises for – a. a recreation or sporting activity that is carried on outdoors and requires areas of open space; or b. providing and selling food and drink, change room facilities or storage facilities, if the use is ancillary to the use in paragraph (a). *Examples of outdoor sport and recreation – cricket oval, driving range, golf course, swimming pool, tennis court*		*	*		
PARK Editor's note—The use term is defined in the Planning Regulation 2017 - Regulated Requirements	Park means the use of premises, accessible to the public free of charge, for sport, recreation and leisure activities and facilities.		*	*	*	*
PARKING STATION Editor's note—The use term is defined in the Planning Regulation 2017 - Regulated Requirements	Parking station means the use of premises for parking vehicles, other than parking that is ancillary to another use. *Examples include car or motorcycle parking and bicycle parking. It may also apply where EV charging facilities or infrastructure are offered free of charge.*	*	*	*	*	

LAND USE	DEFINITION	AIRPORT ZONE				
		Special Purpose Airport	*Mixed use*	*Major Centre*	*General Industry*	*Conser-vation*
PERMANENT PLANTATION Editor's note—The use term is defined in the Planning Regulation 2017 - Regulated Requirements	Permanent plantation means the use of premises for growing, but not harvesting, plants for carbon sequestration, biodiversity, natural resource management or another similar purpose.					*
PLACE OF WORSHIP Editor's note—The use term is defined in the Planning Regulation 2017 - Regulated Requirements	Place of worship means the use of premises for – a. organised worship and other religious activities; or b. social, education or charitable activities, if the use is ancillary to the use in paragraph (a).		*	*		
PUBLIC TRANSPORT FACILITY Editors Note - The use term has been adopted from previous airport master plans to cover both publicly and privately funded transport.	Public Transport Facility means a building or place used for the assembly or dispersal of passengers by any form of public transport and facilities required for parking, manoeuvring, storage or routine servicing of any vehicle that uses the building or place for public passenger transfer, including a public transport interchange, mass transit stations, rail stations and bus stops for shuttle bus services or government controlled bus services.	*	*	*	*	
RAILWAY CORRIDOR Editor's note—The term is defined in the Planning Regulation 2017 – Dictionary and is included to support the potential future development of a railway corridor connection to the broader regional transport network.	Railway corridor means a. and on which rail transport infrastructure or other rail infrastructure is situated; or b. land on which railway works are carried out, if the works relate to rail transport infrastructure or other rail infrastructure; or c. land on which services for the maintenance or operation of rail transport infrastructure or other rail infrastructure are situated.	*	*	*	*	

LAND USE	DEFINITION	AIRPORT ZONE				
		Special Purpose Airport	*Mixed use*	*Major Centre*	*General Industry*	*Conser-vation*
RENEWABLE ENERGY FACILITY Editor's note—The use term is defined in the Planning Regulation 2017 – Regulated Requirements and is largely consistent with that definition, with the clarification that it does not include energy from waste.	Renewable energy facility means the use of premises for the generation of electricity or energy from a renewable energy source including, for example, sources of bioenergy (except for energy from waste that relies on the thermal treatment of fuels other than biomass), geothermal energy, hydropower, ocean energy or solar energy. It does not include generation of electricity or energy that is ancillary to another use.	*	*	*	*	
RESEARCH AND TECHNOLOGY INDUSTRY Editor's note—The use term is defined in the Planning Regulation 2017 - Regulated Requirements	Research and technology industry means the use of premises for an innovative or emerging industry that involves designing and researching, assembling, manufacturing, maintaining, storing or testing machinery or equipment. *Examples of research and technology industries – aeronautical engineering, biotechnology industries, computer component manufacturing, computer server facilities, energy industries, medical laboratories.*		*		*	
SERVICE INDUSTRY Editor's note—The use term is defined in the Planning Regulation 2017 - Regulated Requirements	Service Industry means the use of premises for an industrial activity that - a. Does not result in off-site air, noise or odour emissions; and b. is suitable for location with other non-industrial uses. *Examples of service industries – audio visual equipment repair, bicycle repairs, clock and watch repairs, computer repairs, dry cleaning, film processing, hand engraving, jewellery making, laundromat, locksmith, picture framing, shoe repairs, tailor*	*	*	*	*	

LAND USE	DEFINITION	AIRPORT ZONE				
		Special Purpose Airport	*Mixed use*	*Major Centre*	*General Industry*	*Conser-vation*
SERVICE STATION Editor's note—The use term is defined in the Planning Regulation 2017 - Regulated Requirements	Service station means the use of premises for – a. selling fuel, including, for example, petrol, liquid petroleum gas, automotive distillate or alternative fuels; or b. a food and drink outlet, shop, trailer hire, or maintaining, repairing, servicing or washing vehicles, if the use is ancillary to the use in paragraph (a). This can include the provision of EV Infrastructure for the purpose of offering an EV charging station.	*	*	*	*	
SHOP Editor's note—The use term is defined in the Planning Regulation 2017 - Regulated Requirements	Shop means the use of premises for - a. displaying, selling or hiring goods; or b. providing personal services or betting to the public. *Examples of a shop include betting agency, corner store, department store, discount variety store, hair dressing salon, liquor store, supermarket.*	*	*	*	*	
SHOPPING CENTRE Editor's note—The use term is defined in the Planning Regulation 2017 - Regulated Requirements	Shopping centre means the use of premises for an integrated shopping complex consisting mainly of shops.			*		
SHORT TERM ACCOMMODATION Editor's note—The use term is defined in the Planning Regulation 2017 - Regulated Requirements	Short-term accommodation a. means the use of premises for - (i) providing accommodation of less than 3 consecutive months to tourists or travellers; or (ii) a manager's residence, office, or recreation facilities for the exclusive use of guests, if the use is ancillary to the use in subparagraph (i); but b. does not include a hotel, nature-based tourism, resort complex or tourist park.	*	*	*		

LAND USE	DEFINITION	AIRPORT ZONE				
		Special Purpose Airport	*Mixed use*	*Major Centre*	*General Industry*	*Conser-vation*
SHOWROOM Editor's note—The use term is defined in the Planning Regulation 2017 - Regulated Requirements	Showroom means the use of premises for the sale of goods that are of - a. a related product line; and b. a size, shape or weight that requires - (i) a large area for handling, display or storage; and (ii) direct vehicle access to the building that contains the goods by members of the public, to enable the loading and unloading of the goods. *Examples of a showroom include bulk stationary supplies, bulky goods sales, bulk home supplies, motor vehicle sales showroom.*	*	*	*	*	
SUBSTATION Editor's note—The use term is defined in the Planning Regulation 2017 - Regulated Requirements	Substation means the use of premises – a. as part of a transmission grid or supply network to – (i) convert or transform electrical energy from one voltage to another; or (ii) regulate voltage in an electrical circuit; or (iii) control electrical circuits; or (iv) switch electrical current between circuits; or b. for a telecommunications facility for – (i) works as defined under the Electricity Act, section 12(1); or (ii) workforce operational and safety communications	*	*	*	*	
TELECOMMUNICATIONS FACILITY Editor's note—The use term is defined in the Planning Regulation 2017 - Regulated Requirements	Telecommunications facility means the use of premises for a facility that is capable of carrying communications and signals by guided or unguided electromagnetic energy.	*	*	*	*	*

LAND USE	DEFINITION	AIRPORT ZONE				
		Special Purpose Airport	*Mixed use*	*Major Centre*	*General Industry*	*Conser-vation*
TEMPORARY USE Editor's note - This term is defined in Planning Regulation 2017 - Regulated Requirement (administrative terms).	Temporary Use means a use that - (a) is carried out on a non-permanent basis; and (b) does not involve the construction of, or significant changes to, permanent buildings or structures.	*	*	*	*	*
THEATRE Editor's note—The use term is defined in the Planning Regulation 2017 - Regulated Requirements	Theatre means the use of premises for – a. presenting movies, live entertainment or music to the public; or b. the production of film or music; or c. the following activities or facilities, if the use is ancillary to a use in paragraph (a) or (b) – (i) preparing and selling food and drink for consumption on the premises; (ii) facilities for editing and post-production; (iii) facilities for wardrobe, laundry and make-up; (iv) set construction workshops; (v) sound stages. *Example of a theatre – cinema, concert hall, film studio, music recording studio.*		*	*		
TRANSPORT DEPOT Editor's note—The use term is defined in the Planning Regulation 2017 - Regulated Requirements	Transport depot means the use of premises for – a. storing vehicles, or machinery, that are used for a commercial or public purpose; or b. cleaning, repairing or servicing vehicles or machinery, if the use is ancillary to the use in paragraph (a). *Examples of a transport depot include using premises to store buses, taxis, trucks, heavy vehicles or heavy machinery.*	*	*	*	*	

LAND USE	DEFINITION	AIRPORT ZONE				
		Special Purpose Airport	*Mixed use*	*Major Centre*	*General Industry*	*Conser-vation*
UTILITY INSTALLATION Editor's note—The use term is defined in the Planning Regulation 2017 - Regulated Requirements	Utility installation means the use of premises for - a. a service for supplying or treating water, hydraulic power or gas; or b. a sewerage, drainage or stormwater service; or c. a transport service; or d. a waste management service; or e. a maintenance depot, storage depot or other facility for a service stated in paragraphs (a) to (d).	*	*	*	*	*
VETERINARY SERVICES Editor's note—The use term is defined in the Planning Regulation 2017 - Regulated Requirements	Veterinary service means the use of premises for - a. the medical or surgical treatment of animals; or b. the short-term stay of animals, if the use is ancillary to the use in paragraph (a).	*	*		*	
WAREHOUSE Editor's note—The use term is defined in the Planning Regulation 2017 - Regulated Requirements	Warehouse means the use of premises for - a. storing or distributing goods, whether or not carried out in a building; or b. the wholesale of goods, if the use is ancillary to the use in paragraph (a). *Examples of a warehouse include self-storage facility, storage yard.*	*	*		*	
WHOLESALE NURSERY Editor's note—The use term is defined in the Planning Regulation 2017 - Regulated Requirements	Wholesale nursery means the use of premises for- a. the wholesale of plants grown on or next to the premises; or b. selling gardening materials, if the use is ancillary to the use in paragraph (a).		*		*	

Legal Checklist

Airports Act Section 71 - contents of draft or final master plan

(1) This section (of the Airports Act) specifies the matters that must be set out in each draft or final master plan for an airport.

AIRPORTS ACT	RELEVANT SECTION
Airports other than joint user airports (2) In the case of an airport other than a joint user airport, a draft or final master plan must specify:	
(a) the airport lessee company's development objectives for the airport; and	Chapter 8
(b) the airport lessee company's assessment of the future needs of civil aviation users of the airport, and other users of the airport, for services and facilities relating to the airport; and	Chapter 5 Chapter 10 Chapter 11 Chapter 14
(c) the airport lessee company's intentions for land use and related development of the airport site, where the uses and developments embrace airside, landside, surface access and land planning/zoning aspects; and	Chapter 9 Chapter 10 Chapter 14
(d) an Australian Noise Exposure Forecast (in accordance with regulations, if any, made for the purpose of this paragraph) for the areas surrounding the airport; and	Chapter 12
(da) flight paths (in accordance with regulations, if any, made for the purpose of this paragraph) at the airport; and	Chapter 12
(e) the airport lessee company's plans, developed following consultations with the airlines that use the airport and local government bodies in the vicinity of the airport, for managing aircraft noise intrusion in areas forecast to be subject to exposure above the significant ANEF levels; and	Chapter 9 Chapter 10 Chapter 12
(f) the airport lessee company's assessment of environmental issues that might reasonably be expected to be associated with the implementation of the plan; and	Chapter 6 Chapter 13
(g) the airport lessee company's plans for dealing with the environmental issues mentioned in paragraph (f) (including plans for ameliorating or preventing environmental impacts); and	Chapter 13
(ga) in relation to the initial period (see subsection (3A)) of the master plan – a plan for a ground transport system on the landside of the airport that details: (i) a road network plan; and (ii) the facilities for moving people (employees, passengers and other airport users) and freight at the airport; and (iii) the linkages between those facilities, the road network and public transport system at the airport and the road network and public transport system outside the airport; and (iv) the arrangements for working with the State or local authorities or other bodies responsible for the road network and the public transport system; and (v) the capacity of the ground transport system at the airport to support operations and other activities at the airport; and (vi) the likely effect of the proposed developments in the master plan on the ground transport system and traffic flows at, and surrounding, the airport; and	Chapter 14

Appendix Two

AIRPORTS ACT	RELEVANT SECTION
(gb) in relation to the initial period (see subsection (3A)) of the master plan – detailed information on the proposed developments in the master plan that are to be used for: (i) commercial, community, office or retail purposes; or (ii) for any other purpose that is not related to airport services; and	Chapter 10
(gc) in relation to the initial period (see subsection (3A)) of the master plan – the likely effect of the proposed developments in the master plan on: (i) employment levels at the airport; and (ii) the local and regional economy and community, including an analysis of how the proposed developments fit within the planning schemes for commercial and retail development in the area that is adjacent to the airport; and	Chapter 3
(h) in relation to the initial period (see subsection (3A)) of the master plan – an environment strategy that details: (i) the airport lessee company's objectives for the environmental management of the airport; and (ii) the areas (if any) within the airport site which the airport lessee company, in consultation with State and Federal conservation bodies, identifies as environmentally significant; and (iii) the sources of environmental impact associated with airport operations; and (iv) the studies, reviews and monitoring to be carried out by the airport lessee company in connection with the environmental impact associated with airport operations; and (v) the time frames for completion of those studies and reviews and for reporting on that monitoring; and (vi) the specific measures to be carried out by the airport lessee company for the purposes of preventing, controlling or reducing the environmental impact associated with airport operations; and (vii) the time frames for completion of those specific measures; and (viii) details of the consultations undertaken in preparing the strategy (including the outcome of the consultations); and (ix) any other matters that are prescribed in the regulations; and	Chapter 13
(i) such other matters (if any) as are specified in the regulations.Paragraphs (a) to (h) do not, by implication, limit paragraph (j).	

REQUIREMENT	RELEVANT SECTION
Section 71 (6) In specifying a particular objective or proposal covered by paragraph (2)(a), (c), (ga), (gb) or (gc) or (3)(a), (c), (ga), (gb) or (gc), a draft or final master plan must address: a) the extent (if any) of consistency with planning schemes in force under a law of the State in which the airport is located; and b) if the draft or final master plan is not consistent with those planning schemes—the justification for the inconsistencies	Chapter 6 Chapter 9 Appendix One
Section 71 (8) In developing plans referred to in paragraph (2)(e) and (3)(e), an airport lessee company must have regard to Australian Standard AS 2021—2000 ("Acoustics—Aircraft noise intrusion—Building siting and construction") as in force or existing at that time.	Chapter 9 Chapter 10 Chapter 12

AIRPORTS ACT	RELEVANT SECTION
Section 71A (1) A draft or final master plan must identify any proposed sensitive development in the plan.	Chapter 6
Section 71A (2) A ***sensitive development*** is the development of, or a redevelopment that increases the capacity of, any of the following: (a) a residential dwelling; (b) a community care facility; (c) a pre school; (d) a primary, secondary, tertiary or other educational institution; (e) a hospital.	Chapter 6
Note 1: **Airside** means the part of the airport grounds, and the part of the airport buildings, to which the non travelling public does not have free access. Note 2: **Landside** means the part of the airport grounds, and the part of the airport buildings, to which the non travelling public has free access.	

Airport Regulations 2024 Checklist

Part 3 – Land use, planning and building controls

Section 16 – Contents of draft or final master plan – matters to be detailed in environment strategy

Section 17 – Contents of draft or final master plan – things to be addressed in environment strategy

REQUIREMENT	RELEVANT SECTION
Section 15 - Contents of draft or final master plan—general	
(1) For the purposes of paragraphs 71(2)(j) and (3)(j) of the Act, the following matters are specified as matters that must be set out in a draft or final master plan for an airport:	
(a) any change to the OLS or PANS OPS surfaces for the airport that is likely to result if development proceeds in accordance with the master plan;	Chapter 7
(b) for an area of an airport where a change of use of a kind described in sub-regulation 6.07(2) of the Airports (Environment Protection) Regulations 1997 is proposed: (i) the contents of the report of any examination of the area carried out under regulation 6.09 of that instrument; and (ii) the airport lessee company's plans for dealing with any soil pollution referred to in the report.	Chapter 13
(2) If a matter set out in an airport master plan, in accordance with section 71 of the Act, describes intentions for land use and related development embracing landside aspects, the proposals must (as far as possible) be described in an amount of detail that: (a) is equivalent to that required by; and (b) uses terminology (including definitions) consistent with that applying in; land use planning, zoning and development legislation in force in the State or Territory in which the airport is located.	Chapter 6 Chapter 9 Appendix One

Appendix Two

REQUIREMENT	RELEVANT SECTION
16 – CONTENTS OF DRAFT OR FINAL MASTER PLAN - MATTERS TO BE DETAILED IN ENVIRONMENT STRATEGY	
(1) For the purposes of subparagraphs 71(2)(h)(ix) and (3)(h)(ix) of the Act, subsection (2) of this section prescribes matters that an environment strategy specified in a draft or final master plan for an airport must detail.	
(2) The environment strategy must detail the following matters: (a) any areas within the airport site to which the strategy applies that the airport-lessee company for the airport has identified as being a site of indigenous significance, following consultation with: (i) any relevant indigenous communities and organisations; and (ii) any relevant Commonwealth or State body;	Chapter 13.8
(b) the airport-lessee company's strategy for environmental management of areas of the airport site that are, or could be, used for a purpose that is not connected with airport operations;	Chapter 13.4 and 13.5
(c) the training necessary for appropriate environment management of the airport by persons, or classes of persons, employed on the airport site by the airport-lessee company or by other major employers;	Chapter 13.3
(d) the training programs, of which the airport-lessee company is aware, that it considers would meet the training needs of a person mentioned in paragraph (c).	
(3) In specifying the airport lessee company's strategy for environmental management under paragraph (2)(b), the airport lessee company must address the matters mentioned in subsections 17(2) to (6), to the extent that the matters are relevant to that strategy.	See below.
17 – CONTENTS OF DRAFT OR FINAL MASTER PLAN – THINGS TO BE ADDRESSED IN ENVIRONMENT STRATEGY	
(2) In specifying, under subparagraph 71(2)(h)(i) or (3)(h)(i) of the Act, the airport-lessee company's objectives for the environmental management of the airport, the draft or final master plan must address the company's policies and targets for:	Chapters 13.7 - 13.13
(a) continuous improvement in the environmental consequences of activities at the airport; and	Chapter 13.3 Chapters 13.7 - 13.13
(b) progressive reduction in extant pollution at the airport; and	Chapters 13.9 - 13.12
(c) development and adoption of a comprehensive environmental management system for the airport that maintains consistency with relevant Australian and international standards; and	Chapter 13.3
(d) identification, and conservation, by the airport-lessee company and other operators of undertakings at the airport, of objects and matters at the airport that have natural, indigenous or heritage value; and	Chapter 13.8
(e) involvement of the local community and airport users in development of any future strategy; and	Chapter 13.1

REQUIREMENT	RELEVANT SECTION
(f) dissemination of the strategy to sublessees, licensees, other airport users and the local community.	Chapters 13.1, 13.4 and 13.5
(3) In specifying, under subparagraph 71(2)(h)(ii) or (3)(h)(ii) of the Act, the areas within the airport site which the airport-lessee company, in consultation with State and Federal conservation bodies, identifies as environmentally significant, the draft or final master plan must address:	
(a) any relevant recommendation of the Australian Heritage Council; and	Chapter 13.8
(b) any relevant recommendation of the Environment Department regarding biota, habitat, heritage or similar matters; and	Chapter 13.7
(c) any relevant recommendation of a body established in the State in which the airport is located, having responsibilities in relation to conservation of biota, habitat, heritage or similar matters.	Chapters 13.7 and 13.8
(4) In specifying, under subparagraph 71(2)(h)(iii) or (3)(h)(iii) of the Act, the sources of environmental impact associated with airport operations or civil aviation operations at the airport (as appropriate), the draft or final master plan must address:	
(a) the quality of air at the airport site, and in so much of the regional airshed as is reasonably likely to be affected by airport activities; and	Chapter 13.12
(b) water quality, including potentially affected groundwater, estuarine waters and marine waters; and	Chapter 13.9
(c) soil quality, including that of land known to be already contaminated; and	Chapter 13.10
(d) release, into the air, of substances that deplete stratospheric ozone; and	Chapter 13.12
(e) generation and handling of hazardous waste and any other kind of waste; and	Chapter 13.13
(f) usage of natural resources (whether renewable or non renewable); and	Chapter 13.1
(g) usage of energy the production of which generates emissions of greenhouse gases (within the meaning of the National Greenhouse and Energy Reporting Act 2007); and	Chapter 13.12
(h) generation of noise.	Chapter 13.11
(5) In specifying, under subparagraph 71(2)(h)(iv) or (3)(h)(iv) of the Act, the studies, reviews and monitoring to be carried out by the airport-lessee company in connection with the environmental impact associated with airport operations or civil aviation operations at the airport (as the case may be), the draft or final master plan must address:	
(a) the matters mentioned in paragraph 16(2)(a) and in subsections (3) and (4) of this section; and	All focus areas

Appendix Two

REQUIREMENT	RELEVANT SECTION
(b) the scope, identified by the airport lessee company, for conservation of objects and matters at the airport that have natural, indigenous or heritage value; and	Chapters 13.7 and 13.8
(c) the approaches and measures identified by the airport lessee company as its preferred conservation approaches and measures; and	Chapters 13.3 and 13.7
(d) the professional qualifications that must be held by a person carrying out the monitoring; and	Chapter 13.3
(e) the proposed systems of testing, measuring and sampling to be carried out for possible, or suspected, pollution or excessive noise; and	Chapters 13.9 - 13.13
(f) the proposed frequency of routine reporting of monitoring results to the airport environment officer (if any) for the airport, or to the Secretary.	Chapter 13.3
(6) In specifying, under subparagraph 71(2)(h)(vi) or (3)(h)(vi) of the Act, the specific measures to be carried out by the airport-lessee company for the purposes of preventing, controlling or reducing the environmental impact associated with airport operations or civil aviation operations at the airport (as the case may be), the draft or final master plan must address:	
(a) the matters mentioned in subsections (2) to (4) of this section; and	Current management practices described in all focus areas.
(b) the means by which the airport lessee company proposes to achieve the cooperation of other operators of undertakings at the airport in carrying out those measures.	Chapters 13.4 and 13.5

Appendix Three

Master Plan engagement process

This Master Plan has been developed over the past two years through a detailed process of planning, investigation and engagement. The engagement program was designed to encourage feedback on all matters affecting the airport—welcoming input from frequent and occasional users, stakeholders, airlines, and partners. Its purpose was to gather feedback on future development plans and to better understand the views, concerns and ideas of all involved.

During the preparation of this Master Plan, BAC developed an engagement strategy that included a series of formal and informal engagement activities. An overview of the consultation activities undertaken during the master planning process is provided below.

Preparation of the exposure draft

For first iteration of this Master Plan, BAC sought feedback from key stakeholders at all levels of government to inform the preliminary draft. This initial engagement aimed to:

- Identify the key issues for consideration in this version of the Master Plan
- Describe the structure and approach to the preparation of the Master Plan
- Provide stakeholders with an opportunity to provide feedback prior to public consultation.

The engagement activities during this phase included engagement with airline partners, bilateral meetings with the Commonwealth Department of Infrastructure, Transport, Regional Development, Communications, Sport and the Arts, Queensland Government Department of State Development, Infrastructure and Planning, Brisbane City Council, Department of Transport and Main Roads, as well as BACACG and BAART.

Preparation of the preliminary draft

Prior to public consultation, BAC engaged more thoroughly with key stakeholders. The purpose of this engagement was to more deeply discuss key issues and feedback on the exposure draft version of the Master Plan. The intent of this engagement was to minimise to risk of any surprises for stakeholders.

The engagement activities during this phase included bilateral meetings with the Commonwealth Department of Infrastructure, Transport, Regional Development, Communications, Sport and the Arts and the Commonwealth Department of Climate Change, Energy, the Environment and Water.

Public exhibition of the preliminary draft

The engagement during this phase focussed on the public comment period of 60 business days. The Master Plan is open for public comment between 4 August 2025. As part of this engagement and in accordance with Section 79 of the Airports Act, the following stakeholders are required to be notified of BAC's intent to present the draft Master Plan to the Minister:

- The Hon. Jarrod Bleijie as the Minister for State Development, Infrastructure and Planning
- The State Assessment and Referral Agency, Department of State Development, Infrastructure and Planning
- Brisbane City Council and City of Moreton Bay.

In addition to this notification, the following engagement activities will be undertaken:

- Advertisement in local newspapers
- A copy of the 2026 Master Plan on BAC's website
- Copies of the Master Plan available for inspection of purchase at BAC Head Office
- Community pop-up sessions
- Maintaining a dedicated community information line and email account for feedback.

Final Master Plan

Once approved by the Minister, the 2026 Master Plan will be available on BAC's website for download.



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