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Parliamentary Standing Committee on Public Works

INITIAL
REPORT

relating to the proposal for

REDEVELOPMENT OF
BRISBANE INTERNATIONAL
AIRPORT—REMAINDER OF
WORKS OF PHASE 1

(Sixth Report of 1982)

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THE PARLIAMENT OF THE COMMONWEALTH OF AUSTRALIA
PARLIAMENTARY STANDING COMMITTEE ON PUBLIC WORKS

I N I T I A L
R E P O R T

relating to the proposal for
REDEVELOPMENT OF
BRISBANE INTERNATIONAL AIRPORT -
REMAINDER OF WORKS OF PHASE 1
(Sixth Report of 1982)

MEMBERS OF THE PARLIAMENTARY STANDING COMMITTEE ON PUBLIC WORKS
(Twenty-sixth Committee)

Melville Harold Bungey, Esq., M.P. (Chairman)
James Leslie McMahon, Esq., M.P. (Vice-Chairman) ⁵

Senate

House of Representatives

Senator Dominic John Foreman ³	David Bruce Cowan, Esq., M.P.
Senator Bernard Francis Kilgariff	Benjamin Charles Humphreys, Esq, M.P.
Senator John Raymond Martyr ⁴	Urguhart Edward Innes, Esq., M.P.
Senator Jean Isabel Melzer ¹	Murray Evan Sainsbury, Esq., M.P.
Senator Harold William Young ²	

- 1 Retired 30 June 1981.
- 2 Ceased to be member on election as President of the Senate on 18 August 1981.
- 3 Appointed 25 August 1981.
- 4 Appointed 25 August 1981.
- 5 Appointed Vice-Chairman 27 August 1981.

EXTRACT FROM
THE VOTES AND PROCEEDINGS OF THE HOUSE OF REPRESENTATIVES,
NO. 92 DATED 6 MAY 1982

- 35 PUBLIC WORKS COMMITTEE - REFERENCE OF WORK - BRISBANE INTERNATIONAL AIRPORT - REDEVELOPMENT OF REMAINDER OF WORKS OF PHASE 1: Mr. McVeigh (Minister for Housing and Construction), pursuant to notice, moved - That, in accordance with the provisions of the Public Works Committee Act 1969, the following proposed work be referred to the Parliamentary Standing Committee on Public Works for consideration and report: Redevelopment of Brisbane international airport, remainder of works of phase 1.

Mr. McVeigh presented plans in connection with the proposed work.

Question - put and passed.

WITNESSES

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PARLIAMENTARY STANDING COMMITTEE ON PUBLIC WORKS

REDEVELOPMENT OF BRISBANE INTERNATIONAL AIRPORT
- REMAINDER OF WORKS OF PHASE 1

INITIAL REPORT

By resolution on 6 May 1982, the House of Representatives referred to the Parliamentary Standing Committee on Public Works for investigation and report, the proposal for completion of the remainder of the works of Phase 1 of the Redevelopment of Brisbane International Airport.

The Committee has the honour to report as follows:

THE REFERENCE

1. The proposal referred to the Committee is for the completion of the remainder of the works associated with Phase 1 of the overall redevelopment of the Brisbane International Airport. The main elements of the proposed work include:
 - a common-user domestic passenger terminal complex including aircraft apron and engineering services;
 - buildings and facilities including control tower, administrative area, fire stations, maintenance depot, electricity, water supply and sewerage;
 - general aviation runway and apron pavements and a general aviation maintenance area; and
 - access roads, carparks and landscaping.
2. The estimated cost of the proposed work is 164.6 million dollars at January 1982 prices.

THE COMMITTEE'S INVESTIGATION

3. The Committee received submissions and plans from the Department of Aviation (DOA) and the Department of Transport

and Construction (DT&C) and took evidence from their representatives at a public hearing in Brisbane on 14 and 15 July 1982.

4. The Committee also received written submissions and took evidence from representatives of the Queensland Government, Ansett Airlines of Australia, Trans Australia Airlines, Australian Federation of Air Pilots, Civil Air Operations Officer's Association of Australia and Australian International Pilots Association. Mrs Elaine Darling MP, also made a written submission and gave evidence. A written submission was made by the General Aviation Association (Australia) and a letter was received from the Brisbane City Council.

5. The Committee's proceedings will be printed as Minutes of Evidence.

BACKGROUND

6. The history of Brisbane Airport since it was commissioned in 1948 and a summary of the major conclusions of a number of government reviews and studies on its development over the years are set out in the Committee's Tenth Report of 1979 titled Redevelopment of Brisbane International Airport - Initial Works of Phase 1 (Parliamentary Paper No 343/1979) which will subsequently be referred to as the Committee's 1979 Report.

7. The ultimate redevelopment of the Brisbane airport envisages a new international standard airport situated to the north east of, and immediately adjacent to, the existing main runway. When fully developed the new airport will consist of two wide spaced parallel runways, a cross wind runway, domestic and international terminals, freight and general aviation facilities, an airline maintenance complex together with all necessary support buildings and facilities. The capacity of the fully developed complex will be sufficient to meet the expected needs of the Brisbane region well into the next century. The Master Plan for this redevelopment, is shown in illustration Plan A.

8. Phase 1 of the planned redevelopment involves all the work necessary to construct a 3500 metre main runway on an 02/20 alignment, a 1640 metre cross wind runway to general aviation standards and the provision of taxiways, aprons, terminal buildings, control tower together with all associated buildings, equipment and works necessary to make the new airport fully operational. Details of the Phase 1 development are shown in illustration Plan B.

9. The initial works of Phase 1 which were the subject of the Committee's 1979 report have already commenced. They comprise the following major components with an estimated cost of \$98 million at July 1979 prices:

- clearing the relevant parts of the site;
- diversion of Serpentine Creek which flowed across the site and the construction of a floodway;
- reclamation of the site with sand pumped from Morteon Bay to accommodate the proposed new runway, taxiways, apron, building areas and roadways;
- construction of the 3500 metre main runway on the 02/20 alignment with associated taxiways to a standard able to cater for domestic and international wide bodied jet aircraft; and
- other associated engineering preparatory works.

As at 6 May 1982, the date of referral of the present reference, the flood diversion work had been completed and the reclamation works were in progress.

10. In the 1979 report the Committee concluded that the overall redevelopment concept for Brisbane Airport was satisfactory and the site chosen was suitable. As far as the Initial Works of Phase 1, set out above, were concerned the Committee concluded that these works were necessary for the ultimate redevelopment of Brisbane Airport but considered that as the range of forecast aircraft movements up to the 1990's

was well within the capacity of the existing airport, a need was not established for immediate redevelopment. The advantages of noise reduction to adjacent residential areas, removal of building height restrictions in the Brisbane Central Business District, and the lifting of the 11 pm to 6 am curfew when the new runway became operational were not seen as sufficient grounds by themselves to alter this conclusion. The Committee was also concerned at the implications of the earlier than necessary construction of the airport on the increased cost of air fares resulting from the cost recovery program. The report therefore recommended that the commencement of Phase 1 works be deferred until at least 1986. Mr Humphreys recorded a dissenting view.

11. The Committee's 1979 Report was tabled on 21 November 1979 and on 22 November 1979 the expediency motion to carry out the proposed work was moved by the Hon. P.J. Nixon, Minister for Transport. In moving the motion the Minister announced that the Government did not accept the Committee's recommendation that commencement of the proposed works be deferred until 1986. He stated that deferral was not supported by an economic analysis carried out by the Bureau of Transport Economics and subsequently reviewed by the then Department of Transport. The Minister pointed out that the review had concluded that there was no economic penalty in proceeding with the redevelopment immediately, whereas there were unquantified benefits including the virtual removal of significant noise nuisance to some 10,000 residents, the elimination of current building height restrictions applying to the CBD and the reduction of the cost of air traffic delays. The Minister also said that the Department of Transport felt that the ultimate capacity of the present domestic terminal area, regardless of improvements made in the meantime, will not suffice for the period contemplated by the Committee, ie, to 1992.

12. Since the commencement of the initial works of Phase 1 there have been two further references involving additional work relating to the redevelopment of the airport. The first of these was "Extensions to International Terminal Facilities" which was referred on 30 April 1982. That proposal

was for works to extend the life of the International Terminal until approximately 1990. Evidence was submitted to the Committee that following the adoption of new taxing procedures the extended terminal would continue to be suitable for international aircraft operations after the proposed new 02/20 runway became operational in 1986. The construction of the extensions at a cost of \$2.8 million (February 1981 prices) was recommended in the Committee's Sixth Report of 1981 tabled on 26 August 1981 (Parliamentary Paper No 154/1981).

13. The second reference referred on 12 June 1981 involving additional work was for "Further Dredging and Reclamation". This proposal was for further site reclamation works to prepare areas for the construction of a cross wind runway, associated taxiways and general aviation facilities and for other minor additional reclamation work. This work was not originally included in the initial works of Phase 1 because it had been intended to allow general aviation to operate from the existing airport for several years after 1986.

14. Subsequent investigations by Department of Transport showed there were major operational disadvantages in the simultaneous use of the existing runways in conjunction with the new airport as that arrangement would create two airports. Greater cost disadvantages than were originally contemplated would also be incurred. The Department had also reviewed the aircraft movement capacities of the new airport, and these demonstrated a lack of capacity for a new airport without the provision of an additional runway. Evidence was submitted to the Committee that significant savings would accrue from using the dredging and other equipment then on the site to carry out the reclamation work necessary for the cross wind runway and the associated facilities rather than defer the work until later. The carrying out of the proposed additional works in conjunction with the initial works of Phase 1 at a cost of \$16 million at February 1981 prices was recommended by the Committee's Ninth Report of 1981 tabled on 27 October 1981 (Parliamentary Paper No 272/1981.) In that Report the Committee (with the exception of Mr Humphreys) remained unconvinced of the need or desirability of the 1986 completion date, and warned that it would be investigating this aspect when proposals for the remainder of Phase 1 works were referred to it.

THE NEED

15. Previous Conclusions The need for the eventual redevelopment of Brisbane International Airport was considered by the Committee in 1979 in the course of the reference on the initial works of Phase 1. In its 1979 Report the Committee concluded that the site selected and the proposed concept for ultimate redevelopment as envisaged by the Master Plan, were satisfactory. The Committee also concluded that the initial works of Phase 1 were necessary and appropriate as the first step in that redevelopment. These conclusions were reaffirmed by the Committee in its Ninth Report of 1981 when it recommended further dredging and reclamation in conjunction with the initial works of Phase 1. These earlier conclusions have not been reviewed in the Committee's investigation of the present proposal.

16. The Present Works The Remainder of Works Phase 1 as now proposed encompass all the additional works and facilities necessary to develop the new airport to fully operational status. The work is therefore complementary to the initial works of Phase 1. It has also been established in investigations undertaken in respect of previous references that the use of the facilities of the existing airport in conjunction with the new development is not, with the exception of the International Terminal, a viable option. Accordingly the need for the works as a necessary part of the overall development is clearly established.

17. The 1986 Completion Date On the basis of evidence submitted during the 1979 reference, the Committee concluded that the need for an immediate redevelopment had not been established and recommended that the commencement of the initial works of Phase 1 be deferred until 1986.

18. The Government did not accept this recommendation and the initial works of Phase 1 were commenced. In its 1981 Report the Committee commented that there was no evidence presented during the hearing on that reference which would cause it to alter its views on the timing of the redevelopment. The 1986 completion date would have to be justified when the balance of Phase 1 was referred to the Committee.

19. In reconsidering its views on the 1986 completion date the Committee has made an investigation of all relevant matters in the light of the present facts. The Committee is aware that substantial expenditure has already been incurred and that the airlines and the Queensland Government have made planning decisions and undertaken works on the basis that the new airport would be operational by 1986.

20. The Cost of Deferring Completion Evidence submitted by the Department of Aviation showed that as at the date of the hearing on this reference current contracts relating to the initial works of Phase 1 were virtually completed and new contracts would not be let until further funding became available after the 1982 Budget. Accordingly the Committee was advised that if the remaining works of Phase 1 are prolonged so that completion is delayed until the end of 1988/89 financial year, the only additional cost will be the higher capitalised interest charges which result because the funds expended on the construction will be outstanding for a greater length of time before being charged against the cost recovery process.

21. The additional interest charges would, however, be significantly reduced if the work instead of being prolonged were to be totally suspended for a comparable period. With the work totally suspended additional interest would accrue only on funds expended to that time. The amount presently expended or committed is \$55 million. The

Committee considers that any suspension of present work should not take place until the further dredging and reclamation work costing \$16 million is carried out as recommended in its Ninth Report of 1981.

22. In its 1979 Report, the Committee noted that average domestic and commuter airfares would be increased by some \$2.10 and international airfares by \$1.30 because of recoupment of expenditure for Phase 1 of Brisbane Airport through the cost recovery program. Such estimates did not, of course, include the recoupment of costs, subsequently approved, in relation to provision of the cross-wind runway.

23. Estimates of increases in average airfares for every passenger movement throughout Australia resulting solely from development of Brisbane Airport by 1986, provided to the Committee in 1981 were:

	\$
International	1.30
Domestic Trunk	4.00
Regional Airlines	.20
Commuter	2.40

24. Latest estimates provided by DOA, calculated on the same basis as those set out above, but providing for the increased capitalised cost and taking into account changes in cost allocation principles are:

	\$
International	3.40
Domestic Trunk	5.00
Regional Airlines	1.40
Commuter	5.60

25. These estimates are calculated on 1979/80 passenger statistics, and the Committee accepts that calculation of such estimated increases on average airfares should be based on estimated 1987/88 passengers. Using this basis, estimated increases in airfares resulting solely from development of Brisbane Airport because of cost recovery are:

	\$
International	2.20
Domestic Trunk	3.40
Regional Airlines	1.10
Commuter	2.70

26. The Committee believes that in the present depressed state of the airline industry deferral of the effects of the cost of the new airport on air fares is preferable. Evidence submitted to the Committee by industry representatives tends to support this view. The Committee is aware that reduction in the rate of capital expenditure on Brisbane Airport, will permit expenditure of such money in alternative developments or projects, which have a higher national priority.

27. The Committee is also aware that there are unquantifiable costs which must be taken into account in deciding whether the 1986 completion date is justified. Some operating inefficiencies will result from the continued use of the present airport both from the constraints on available space in existing domestic terminal and general aviation areas and from the limited period for which any additional facilities can be used. The Committee also recognises there is a cost to the community in the delay in removing the noise discomfort to the occupants of the 2565 dwellings within the 25 NEF contour but the problem of aircraft noise nuisance is greater at a number of other capital city airports recently examined by the Committee including Sydney, Adelaide and Perth.

28. Factors Limiting Future Usage of Present Airport
 Evidence from the DOA given in support of the need for completion of Phase 1 by 1986 substantially restated and amplified information and arguments advanced at earlier hearings regarding the inadequacy of the existing terminal buildings, aircraft parking areas and car parking spaces.

In particular it was submitted that the domestic terminals of both airlines are already operating close to capacity in peak periods and would be completely inadequate by 1986. Additional evidence was given that the Department is unable to satisfy requests from private aircraft operators for serviced blocks in the General Aviation maintenance area and that the capacity of the access roads bringing traffic to the airport is already strained and could not cope with expected traffic flow beyond 1986. It was further stated that because of the physical limitations on space in the domestic terminal and General Aviation areas it is not economically viable to expand the capacity of these facilities to enable them to cater for forecast usage between 1986 and 1992. The Committee fully recognises that if the operation of the present airport is to continue until the 1990's the problems of capacity relating to the domestic terminal area must be resolved in a manner which takes into account the economic limitation on expenditure to upgrade facilities which will have such a short life span.

29. The evidence submitted by the DOA in relation to the problems in the domestic terminal area has been designed to support the proposal for a 1986 completion date and does not, in the opinion of the Committee, provide a balanced examination of the full range of possible solutions that could be adopted which would permit continued operation of the present airport complex until the 1990's. From the Committee's own investigations and an examination of the evidence it would appear that there are ways in which the problems can be sufficiently overcome to make an extension of the life of the existing airport a viable alternative.

30. Both TAA and Ansett emphasised that they could operate out of the present buildings until the early 1990's. Ansett has pointed out that the DOA contention that the terminals will be inadequate for 1986 is based on optimum criteria used for planning purposes. Nevertheless on the basis of its own experience in other terminals throughout Australia Ansett is satisfied that it can operate under somewhat more congested conditions while still providing a level of service

acceptable to its customers. TAA is likewise concerned about the costs which will result from the enforced abandonment of its present facilities which it considers *useful and satisfactory until the early 1990's*.

31. The views of the airlines are based on their forecasts of future passenger movements which have always been significantly lower than those adopted by DOA. These differences have been discussed in previous Committee reports. Whilst it is not possible to resolve them, the Committee notes that notwithstanding the airlines knowledge of the DOA forecast, they have consistently pressed for the continuing operation of the present airport complex. The Committee considers that considerable weight should be given to the view of the airlines because they have the closer experience with operating conditions. More importantly they have a responsibility for ensuring that a satisfactory level of service and comfort is provided to airline passengers. They will have to bear the cost of providing additional short term facilities if their judgement of future needs is in error. Under the circumstances the Committee is not prepared to accept the view of the DOA on the inadequacy of the present terminal facility.

32. With regard to the remaining areas where problems of capacity arise the Committee believes that if a bold and innovative approach is taken by all parties involved there are economically viable options which will provide acceptable solutions. Illustration Plan D shows the extent to which available options are inhibited by the physical constraints which limit the ways in which expansion can be achieved. However from the Committee's examination of these plans there appears to be possible solutions to future congestion of the domestic apron area and car parks. The Committee feels that action will be required on car parking problems to cope with the Commonwealth Games influx and that such facilities could be utilised for the longer period to 1990. Similarly

evidence submitted by representatives of the Queensland Government and their answers to questions put by the Committee indicated that possible solutions to the road access problems are available. The Committee notes problems in providing additional serviced blocks in the present general aviation maintenance area and acknowledges that the continuance of this situation will be one of the costs of deferral.

33. The Position of the Queensland Government

The Queensland Government has argued strongly against any deferral of the completion date of the new airport. The Committee fully appreciates that the State wishes to see the facilities for air travellers at Brisbane upgraded at the earliest possible date. However the Committee believes that these wishes must be balanced against the need in the expenditure of Commonwealth funds to achieve the best possible benefit, in practical terms, for the whole of Australia. The State Government representatives also expressed concern about the difficulties which would arise if the State's contractual agreements to provide an arterial access to the new Gateway Bridge could not be met because of any extension of the life of the existing airport. The Committee is fully aware of the Commonwealth's obligation to make available from this year part of the existing general aviation and domestic terminal areas. The Committee feels that provisional arrangements required between now and 1986 to compensate for such losses, could be given an extended life of some four to six years without substantial cost.

34. Committee's Views While there are some costs and disadvantages which will result in the continued operation of the existing airport until 1992 these must be weighed against the expenditure of Commonwealth funds which will amount to a total of some \$300 million for the completed project. Viewed against this level of expenditure the Committee believes that there is ample justification for continuing to use the existing facilities in the short term to provide a level of comfort and convenience to passengers and operators which, while not ideal, will at least be of an acceptable standard. The Committee reaffirms its earlier comments that it has not been demonstrated that the proposed redevelopment deserves the high national priority accorded to it. The Committee remains critical of the failure of the DOA to develop a national priority evaluation of airport development needs which would permit present and future expenditure planning to achieve the best possible utilisation of available funds. The fact that work on the redevelopment has commenced and some \$55 million has already been expended or committed to the project is recognised by the Committee as a significant factor in the present evaluation of the situation. The Committee concludes, however, that even under these circumstances the expenditure of the balance of the funds at the rate projected for a 1986 completion is not justified.

35. The Committee's Recommendation The Committee adheres to the conclusion it reached in its original investigation of the redevelopment of Brisbane Airport that provision of the new facilities by 1986 will be premature. The Committee recommends that the work be reprogrammed so that completion is delayed until 1990 in such a way that the greater part of the future expenditure is not committed until the 1986/87 to 1988/89 financial years.

THE PROPOSAL

36. The Common User Domestic Terminal Evidence was submitted by the DOA that the desired level of flexibility in the terminal design would be best achieved by a "common-user" type facility. A "common-user" terminal consists of a single building which is available for use by two or more airlines, including commuter airlines and containing facilities which may be used by any of the aircraft operators. A "joint-user" terminal is one which the airlines are housed within the same building but have dedicated facilities such as check in, baggage reclaim, gate lounges and may share some public areas, amenities, and business concessions. Both types differ from a "dedicated" terminal which is entirely controlled and operated by one airline. The DOA submitted strong arguments for the construction of a Commonwealth owned "common-user" terminal and this concept was supported by Trans Australia Airlines. However this type of terminal was strongly opposed by Ansett Airlines who preferred a "joint-user" type facility. During the course of the public hearing on the reference the Committee was advised that the Minister for Aviation, having received representations from Ansett on this matter, had agreed to give further consideration to the question following discussions between the DOA and the airlines.

37. The Committee is concerned that this most important matter was not resolved before the proposal was referred and is highly critical of those involved for not having communicated and examined these different views during the planning stage. Under the circumstances the Committee wishes to hear further evidence on the selection of terminal type. Advice from the DOA indicates that a recommendation on the terminal building could be delayed without affecting the balance of the proposal even if the Government does not accept the Committee's recommendation to change the completion date.

38. Committee's Conclusion The proposal for the domestic terminal should be further examined when the Minister and the Department of Aviation have concluded the re-examination of the preferable terminal type. The Committee will make a further report on this matter.

39. Main Aircraft Apron The size and shape of the proposed domestic terminal apron is complementary to the domestic passenger terminal building with its satellite concept. It provides parking positions for a maximum of eight domestic wide bodied aircraft, eight domestic jets, six aircraft to F27 and F28 size and ten commuter aircraft. (See illustration Plan F.)

40. In conjunction with the terminal design, the aircraft parking layout is capable of rearrangement if necessary to accommodate larger aircraft than those presently planned for use on domestic services.

41. Some modification to the apron layout may be necessary if the proposed terminal type is to be varied

following further examination. Any such modification will be covered in the Committee's further report.

42. Committee's Conclusion The Committee is satisfied with the present design and siting of the proposed main aircraft apron subject to any modification necessary to accommodate a change in terminal design.

43. Control Tower The control tower is to be located adjacent to the proposed operations and administration building. Studies by the DOA have shown that this site will provide the best possible vision by air traffic controllers of the Phase 1 development and will be compatible with the proposed long term development of the airport.

44. The height of the control tower, 64 metres, is necessary to provide air traffic controllers with an airspace view that has a minimal degree of obstruction and a similar unobstructed view of surface movement of aircraft. Evidence was given by DOA that at lower heights aircraft parked on the apron would obstruct the view of parts of the taxiway system.

45. The dimensions of the tower cabin will accommodate a five man console for the present development and will be of sufficient size to permit installation of a second five man console for control of the planned parallel 02/20 west runway. An equipment level, equipment and plant level and communications level are to be located below the cabin level. (See illustration Plan G.)

46. Committee's Conclusion The Committee is satisfied that the design and siting of the control tower is suitable and meets all operational requirements.

47. Operations and Administration Building This building will provide accommodation for administrative, operational, communication and engineering support facilities necessary to service the airport. Evidence was given at the hearing that a single building combining airport administration and operational requirements would be more economical than separate buildings. The proposed building will be centrally sited in the terminal development area with covered access to the control tower. The building design and internal planning will suit the needs of the various functional areas involved. (See illustration Plans H and J.)

48. Personnel in the administration area will include the Airport Director and his staff and the staff responsible for airworthiness, flying operations and air safety. In the operations area will be the Operational Control, Rescue Co-ordination, Anti-Hijack and Communications Centres, the Aeronautical Fixed Service and Weather Service. Because there is a significant degree of interaction between the staff of all these areas and also with the administration area a functional advantage will flow from the single building location.

49. The siting of the building in the terminal area will provide easy access by airline pilots and personnel.

50. Other Buildings and Facilities There are a large number of additional buildings and facilities necessary to support a fully operational airport complex. Buildings include the central power house, maintenance complex, fire stations, terminal area radar building, lighting room and waste disposal building. Facilities include engineering trunk services, drainage works, electrical distribution and miscellaneous civil works. In addition sites must be provided for airline freight and catering, police and immigration facilities, fuel supplies,

airline and general aviation maintenance and meteorology services. Provision is also made for a hotel/motel and service station site. The plans put to the Committee included provision of a hangar for DOA aircraft to cost some \$900,000. The Committee questions the need for such an expensive facility and asks the Department to review the need and scope of this hangar for re-examination by the Committee at the time of its consideration of the domestic terminal. The layout of these buildings and facilities is set out in illustration Plan E.

51. General Aviation Runway and Facilities A general aviation runway of 1640 metres in length and 30 metres in length on the 14/32 alignment is proposed. The strength of the runway and associated taxiways will be suitable for unrestricted use by aircraft up to F27 with occasional usage by small jets up to F28 size. An associated apron will be sized to provide parking for 63 aircraft. A general aviation common-user terminal to serve all users of the general apron will be provided. Included will be office space and a food concession. A maintenance area with sites for some seven hangars is also to be included.

52. Evidence was again put to the Committee by representatives of the Air Pilots Association and the Civil Air Operations Officers Association that the 14/32 runway should be upgraded to take commercial jets. The Committee concluded at previous references that a commercial jet standard crosswind runway is unnecessary and considers the evidence submitted at this hearing does not provide sufficient justification for it to alter its view.

53. Access Roads and Car Parks The proposal includes a main internal access road to connect the terminal area with the State road system at the intersection of Nudgee Road and the new North/South arterial road which is being

constructed to carry traffic to the Gateway Bridge. The access road will provide two lanes in each direction with provision for future widening. Perimeter and service roads will provide vehicular access within the airport site.

54. Within the terminal area a one way circulatory road system has been adopted which will provide the necessary separation between local internal traffic, vehicles dropping or picking up passengers and airport service vehicles. A total of 4740 carparking spaces will be provided consisting of 1100 short term, 1510 medium term and 810 long term public parking spaces and 1320 staff parking spaces. The design of the road system and car parks is shown in illustration Plan F.

55. Committee's Conclusion The Committee is satisfied with the siting and design of the other buildings and facilities proposed for Phase 1 of Brisbane Airport, with the exception of the need and design of the proposed DOA hangar. The Committee will re-examine the need and design of this hangar when re-examining the domestic terminal.

56. Land Use Management and Afforestation A detailed analysis of land management options was provided in evidence submitted by the DOA. The solution chosen involves filling low-lying areas to reduce water habitats and the development of a uniform forest of native she-oak (Casuarina glauca) as being the most effective method of reducing bird hazard and keeping maintenance costs to a minimum. The Committee noted that this solution had the highest initial cost but was the least expensive in the long term. At the hearing the Committee questioned representatives of the Department on possible problems which might emerge during the development stage of the forest and in its later maintenance. While the Committee is not convinced that all of the problems are solved it recognises that compromises must be made in effective land management on such a large and difficult site.

57. The Committee accepts that on the evidence submitted the land management and afforestation proposal appears to offer a satisfactory method of controlling the extensive land areas within the complex remaining undeveloped for aerodrome purposes.

58. Kingsford-Smith Memorial The domestic terminal area at the existing Brisbane Airport incorporates a substantial memorial to the late Sir Charles Kingsford-Smith. The major feature of the memorial is the 'Southern Cross' aircraft, which completed its trans-Pacific flight in Brisbane at the existing airport site on June 9 1928. The memorial also includes memorabilia concerning that flight, and other displays relating to Sir Charles Kingsford-Smith himself. The Southern Cross was acquired by the Commonwealth in 1935. Since then its custody has been vested in the Civil Aviation Board (Department of Defence) and its successors the Departments of Civil Aviation, Transport and now Aviation.

59. The memorial is housed in a building which was constructed in 1958 with funds raised by public subscription. Since the establishment of this memorial the Department of Aviation and its predecessors have been responsible for the maintenance and upkeep of both the building and the displays. The relocation of the domestic terminal area as part of the redevelopment of Brisbane Airport will necessitate the re-establishment of a suitable memorial at the new site so that this historic aircraft can be given as wide public exposure as possible. It is proposed to construct a new memorial to Sir Charles Kingsford-Smith at the entrance to the terminal area, adjacent to the future international terminal area.

60. During the public hearing the Committee raised with representatives of the DOA the prospect of making the memorial a feature of the domestic terminal. The Department argued that could cause congestion from additional visitors and tour groups within the terminal area and would make viewing by international visitors more difficult.

61. Committee's Conclusion The Committee accepts the proposal for the re-location of the Kingsford-Smith Memorial.

62. Committee's Recommendations The Committee recommends the carrying out of the remainder of works of Phase 1 of the redevelopment of Brisbane International Airport with the exception of the domestic passenger terminal complex, and DOA hangar subject, however, to its views on the timing of the redevelopment.

OTHER OBSERVATIONS

63. Consultation with Authorities Evidence submitted by DOA and DT&C included impressive lists of authorities and organisations said to have been consulted about the project. It was clear to the Committee from its investigations and the evidence at the Public Hearing that while there had been some contact with all the authorities and organisations concerned to say they had all been consulted was overstating what took place. As a result some questions were debated before the Committee which should have been resolved beforehand and where problem areas remained they should have been identified. The Committee believes there is an obligation on all parties to ensure that effective consultation takes place before the proposal is presented at a public hearing.

LIMIT OF COST

64. The limit of cost of the works as proposed was \$164.6 million at January 1982 prices but included in this amount was \$48 million for the domestic passenger terminal building and \$900,000 for the DOA hangar. The limit of cost of the work recommended by the Committee is therefore \$115.7 million.

65. At the Committee's meeting on 24 August it was moved by Mr Humphreys seconded by Senator Foreman that the following paragraphs be inserted in the draft report and the Committee agreed:

"MR HUMPHREYS' VIEWS

I believe the remainder of the works of Phase 1 should be completed by 1986 and that the works should not be reprogrammed for completion by 1990. Brisbane International Airport should be fully operational by 1986.

I reiterate what I said in the Committee's 1981 Report that a 14/32 cross-wind runway, capable of handling all domestic jet aircraft is fully justified on environmental and safety grounds.

I am appalled at the obvious lack of agreement between the airlines and the Department of Aviation on the arrangements that are to apply to the terminal building. The Committee has indicated it will further consider the matter when the airlines and the department have concluded the re-examination of the preferable terminal type. Full agreement by all parties should have been reached prior to the proposed works being referred to the Committee.

I believe the parking situation at the domestic terminals, already hopeless during peak periods, will be horrendous during the Commonwealth Games and in the future unless immediate steps are taken to provide sufficient car and bus parking spaces."

RECOMMENDATIONS AND CONCLUSIONS

66. The summary of recommendations and conclusions of the Committee and the paragraph in the report to which each refers is set out below:

	<u>Paragraph</u>
1. THE COMMITTEE ADHERES TO THE CONCLUSION IT REACHED IN ITS ORIGINAL INVESTIGATION OF THE REDEVELOPMENT OF BRISBANE AIRPORT THAT PROVISION OF THE NEW FACILITIES BY 1986 WILL BE PREMATURE.	35
2. THE COMMITTEE RECOMMENDS THAT THE WORK BE REPROGRAMMED SO THAT COMPLETION IS DELAYED UNTIL 1990 IN SUCH A WAY THAT THE GREATER PART OF THE FUTURE EXPENDITURE IS NOT COMMITTED UNTIL THE 1986/87 TO 1988/89 FINANCIAL YEARS.	35
3. THE PROPOSAL FOR THE DOMESTIC TERMINAL SHOULD BE FURTHER EXAMINED WHEN THE MINISTER AND THE DEPARTMENT OF AVIATION HAVE CONCLUDED THE RE-EXAMINATION OF THE PREFERABLE TERMINAL TYPE. THE COMMITTEE WILL MAKE A FURTHER REPORT ON THIS MATTER.	38
4. THE COMMITTEE IS SATISFIED WITH THE PRESENT DESIGN AND SITING OF THE PROPOSED MAIN AIRCRAFT APRON SUBJECT TO ANY MODIFICATION NECESSARY TO ACCOMMODATE A CHANGE IN TERMINAL DESIGN.	42
5. THE COMMITTEE IS SATISFIED THAT THE DESIGN AND SITING OF THE CONTROL TOWER IS SUITABLE AND MEETS ALL OPERATIONAL REQUIREMENTS.	46

Paragraph

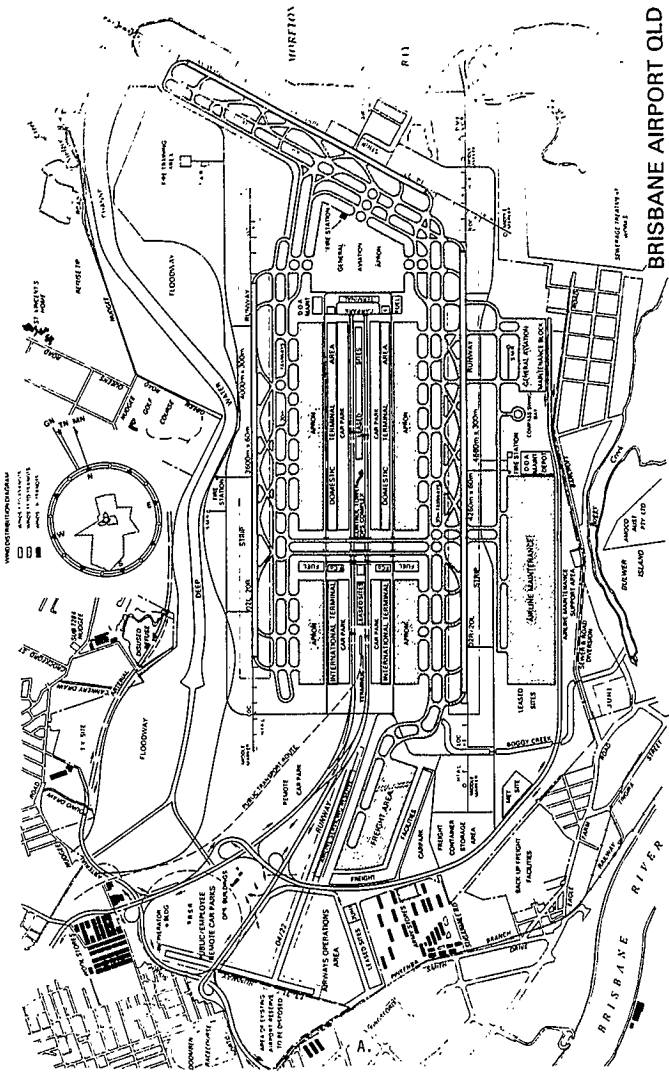
6. THE COMMITTEE IS SATISFIED WITH THE SITING AND DESIGN OF THE OTHER BUILDINGS AND FACILITIES PROPOSED FOR PHASE 1 OF BRISBANE AIRPORT, WITH THE EXCEPTION OF THE NEED AND DESIGN OF THE PROPOSED DOA HANGAR. THE COMMITTEE WILL RE-EXAMINE THE NEED AND DESIGN OF THIS HANGAR WHEN RE-EXAMINING THE DOMESTIC TERMINAL. 55
7. THE COMMITTEE ACCEPTS THE PROPOSAL FOR THE RE-LOCATION OF THE KINGSFORD-SMITH MEMORIAL. 61
8. THE COMMITTEE RECOMMENDS THE CARRYING OUT OF THE REMAINDER OF WORKS OF PHASE 1 OF THE REDEVELOPMENT OF BRISBANE INTERNATIONAL AIRPORT WITH THE EXCEPTION OF THE DOMESTIC PASSENGER TERMINAL COMPLEX, AND DOA HANGAR SUBJECT, HOWEVER, TO ITS VIEWS ON THE TIMING OF THE REDEVELOPMENT. 62
9. THE LIMIT OF COST FOR THE PROPOSED WORKS WAS \$164.6 MILLION AT JANUARY 1982 PRICES BUT INCLUDED IN THIS AMOUNT WAS \$48 MILLION FOR THE DOMESTIC PASSENGER TERMINAL BUILDING AND \$900,000 FOR THE FOR THE DOA HANGAR. 64
10. THE LIMIT OF COST OF THE WORK RECOMMENDED BY THE COMMITTEE IS THEREFORE \$115.7 MILLION. 64


(M.H. BENGEY)
Chairman

Parliamentary Standing Committee
on Public Works,
Parliament House,
CANBERRA, ACT

24 August 1982

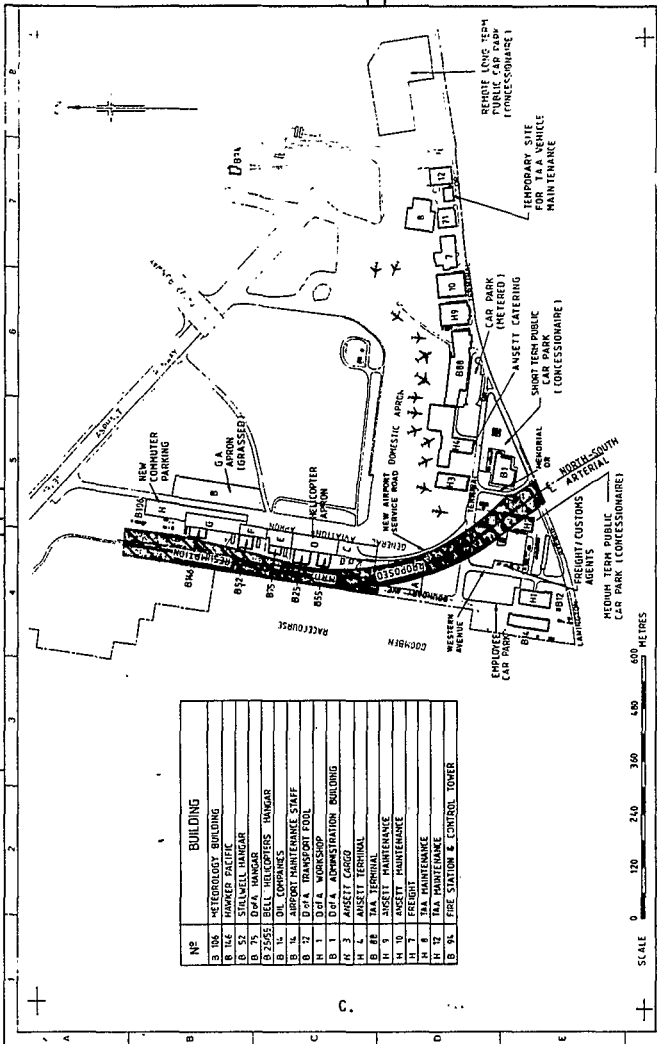
BRISBANE AIRPORT QLD MASTER PLAN - CONCEPT 03 AERODROME LAYOUT

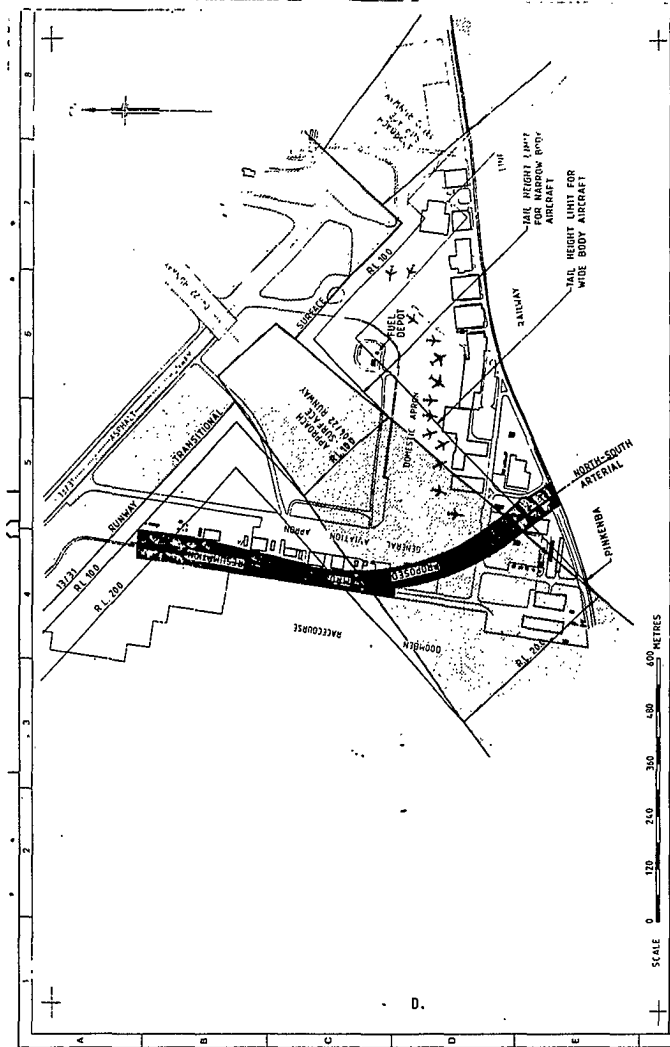


BRISBANE AIRPORT
EXISTING BUILDING AREA

№	BUILDING
B 106	METEOROLOGY BUILDING
B 146	HAWKER PACIFIC
B 52	STILLWELL HANGAR
B 75	D-FA HANGAR
B 25/55	BELL HELICOPTERS HANGAR
B 16	DLE COMPANIES
B 16	AIRPORT MAINTENANCE STAFF
B 72	D-FA TRANSPORT POOL
H 1	DFA WORKSHOP
B 3	DFA ADMINISTRATION BUILDING
H 2	ANSETT CARGO
H 4	ANSETT TERMINAL
H 5	ANSETT MAINTENANCE
H 8	ANSETT MAINTENANCE
H 10	ANSETT MAINTENANCE
H 7	FREIGHT
H 6	TAA MAINTENANCE
H 12	TAA MAINTENANCE
B 9A	FIRE STATION & CONTROL TOWER

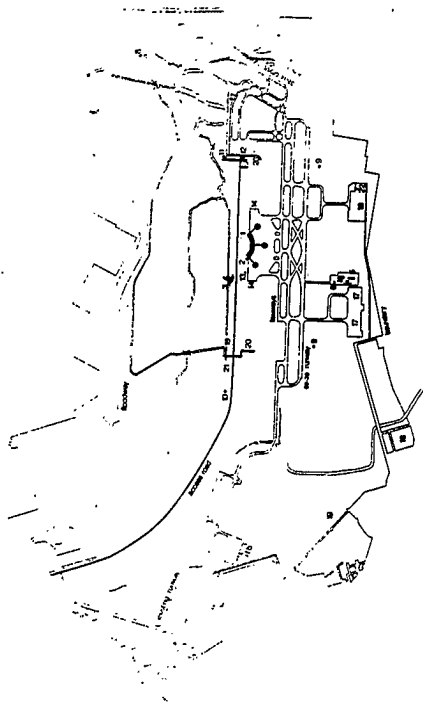
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BRISBANE AIRPORT
 CONSTRAINTS ON DEVELOPMENT
 OF EXISTING BUILDING AREA

D.



facility location
plan

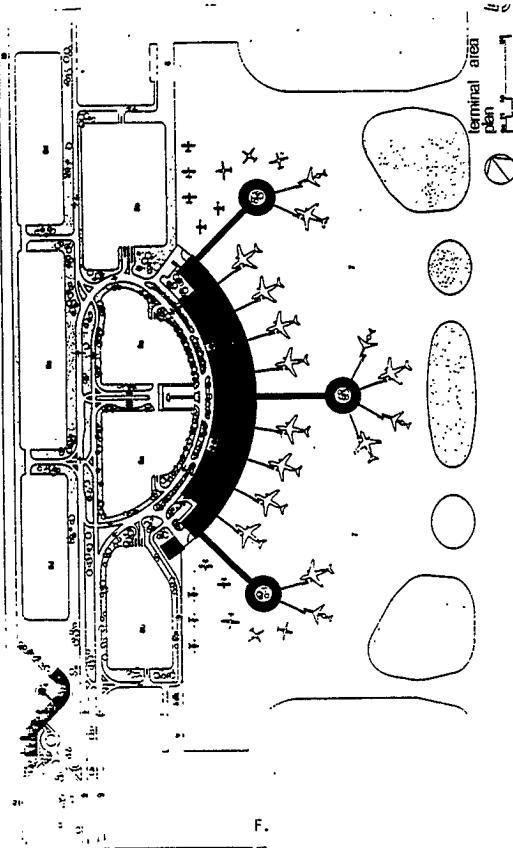


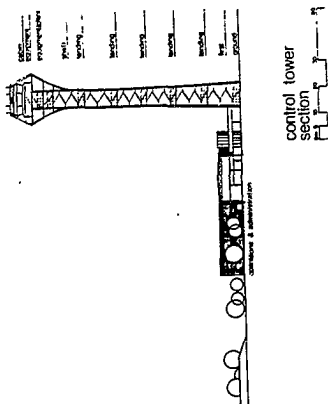
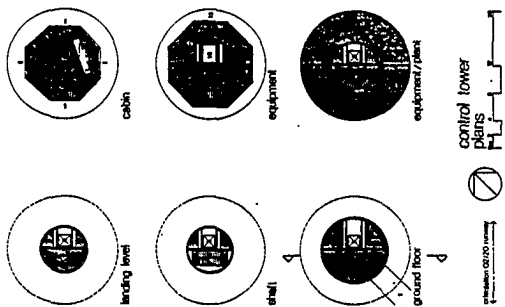
legend

- 1 terminal emergency power house
- 2 operations & administration bldg
- 3 airport maintenance complex
- 4 terminal
- 5 baggage claim
- 6 taxi stand
- 7 terminal area under building
- 8 terminal area under parking lot
- 9 freight-aircraft terminal
- 10 airport maintenance sub-station
- 11 waste removal building
- 12 water tower
- 13 kitchen (control tower)
- 14 kitchen (terminal)
- 15 post-visit hygiene installation site
- 16 maintenance site
- 17 maintenance site
- 18 maintenance site
- 19 meteorological facility site
- 20 hotel / motel, service station site
- 21 bus & truck

Legend

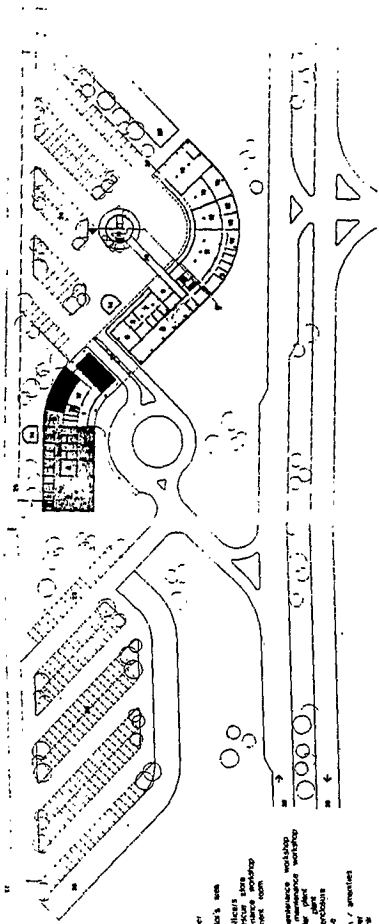
- 1 terminal
- 2 loading
- 3 control tower
- 4 operations
- 5 maintenance building
- 6 water
- 7 parking
- 8 service
- 9 taxi
- 10 aircraft
- 11 taxiway
- 12 road
- 13 fence
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- Legend
1. radiated tower
 2. entrance floor
 3. control cabin
 4. digital systems associated tower data
 5. braking systems data
 6. landing lights
 7. landing lights
 8. digital position equipment
 9. digital position equipment
 10. digital position equipment
 11. digital position equipment
 12. digital position equipment
 13. reconstruction platform
 14. construction cabin

G.



Legend

- 1 entrance foyer
- 2 officers' mess
- 3 mess
- 4 library
- 5 search & detain store
- 6 radio maintenance workshop
- 7 radio maintenance workshop
- 8 bank
- 9 bank
- 10 service
- 11 maintenance workshop
- 12 mechanical maintenance workshop
- 13 central store
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operations & administration
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Legend

- 1 bay
- 2 office
- 3 seats / cubicle service
- 4 meteorology briefing
- 5 operational control centre
- 6 meteorology
- 7 astronomical / food telecommunication
- 8 rescue communication centre
- 9 rescue & communication centre
- 10 anti-back centre
- 11 rescue & communication centre briefing
- 12 lounge
- 13 lunch room / amenities
- 14 air handling plant
- 15 pool to ground floor
- operational area
- ▨ meteorology
- ▩ operations / search & rescue training
- conference

