

New Parallel Runway Project

Supplementary Report to the Draft EIS/MDP

April 2007



Supplementary Report



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1 INTRODUCTION

1.1 Background

This is the Supplementary Report for the proposed New Parallel Runway (NPR) project at Brisbane Airport. It addresses the issues and comments raised in the 196 submissions that Brisbane Airport Corporation Pty Ltd (BAC) received during the public comment period on the Draft Environmental Impact Statement and Major Development Plan (Draft EIS/MDP). BAC invited submissions on the Draft EIS/MDP during the period 1 November 2006 to 6 February 2007.

Background

The NPR Project is an essential piece of public infrastructure that BAC, as a private company, is proposing to build. It is a project that will not only benefit the people and businesses of Greater Brisbane, but the broader Queensland/northern New South Wales region it serves. The NPR is needed to handle the continued growth in air travel that will occur through Brisbane Airport. Brisbane Airport is Queensland's principal, particularly for international travel, and Australia's third busiest airport. With the capacity constraints that other major Australian airports are expected to experience in the future, BAC considers it essential that Brisbane Airport has the necessary additional runway infrastructure to enable Australia to continue to position itself as a country for international business, trade and tourism and a growing hub for aviation related industries.

The site for Brisbane Airport was chosen after an exhaustive investigation by the Australian and Queensland State Governments in the 1970s. The current Airport site was acquired by the Federal Government to enable growth in aviation infrastructure for many decades after the Airport opened in 1988. The Brisbane Airport site has the largest land area (some 2700 hectares) of Australia's capital city airports, being almost three (3) times larger than the area of Sydney Airport.

The vision and planning for Brisbane Airport from the time the site was acquired by the Australian Government in the 1970s was for an ultimate configuration of parallel runways, separated by 2000 metres. This would enable the necessary passenger terminals and other support passenger infrastructure such as car parks, freight terminals and public transport zones to be efficiently located between the parallel runways. This ability to locate aviation and aviation-support facilities between the parallel runways provides tangible economic, social and environmental benefits to travellers, airlines and other operators at the Airport. This vision and forward thinking would enable Brisbane Airport to be developed as a benchmark for large airports, ensuring that the lessons learned from poor design at other airports both in Australia and overseas wouldn't be replicated.

The large land area of Brisbane Airport also provided the most significant attribute that an airport can have – very large buffer distances between runways and residences. Aircraft noise is a significant issue for people surrounding airports. The planning for Brisbane Airport provided buffer distances of over 6 km from the end of the intended parallel runways to the nearest residence. This compares with 600 metres for Sydney, Adelaide, Cairns and Coolangatta airports and 3 km for Perth.

These extensive buffer distances provide an invaluable benefit to residents of Brisbane as they allow significantly less noise impacts compared with other airports. This is not to dismiss aircraft noise as a legitimate concern. The submissions show that aircraft noise is, unavoidably, still a concern to some Brisbane residents. BAC recognises these genuine concerns and in the Draft EIS/MDP has advocated a Draft Parallel Runway Operating Plan that will minimise noise impacts wherever possible.

The adoption of over the Bay landings and take-offs* as the preferred mode during suitable weather conditions (mainly during the sensitive night hours when wind conditions are more favourable), coupled with these large buffer distances mentioned above, will place Brisbane Airport at the international forefront of managing noise impacts. It should also be noted that technological improvements in engine and aircraft design, as well as GPS based precision approach technologies, also will lead to significant improvements in noise impacts over time.

* "Over the Bay" flights refers to the initial stages of take-off and final stages of flight for landing.

Runway Separation

Some submitters are advocating that the separation distance between the new runways should be 1525 metres or less rather than the 2000 metre spacing advocated by BAC in the Draft EIS/MDP. To reduce the runway spacing would be to forego the planning benefits and vision, as outlined previously, that underpinned the development of the new Brisbane Airport during the 1970s and 1980s. The NPR has to be located to facilitate the efficient handling of air travel growth over the next 50 years and beyond. It is not just about handling traffic in 2015 when the new runway is scheduled to open. It is about handling the 50 million plus air travellers that are expected to be using Brisbane Airport after 2035. Having sufficient areas between the parallel runways to enable the location of terminals and their associated landside support infrastructure, such as car parks, bus and coach set down areas, the Airtrain and taxi areas within comfortable walking distance to the terminals, is essential.

Brisbane Airport will need three or more terminals in the future to handle passenger demand. A reduction of runway separation to 1525 metres will mean that terminal and landside support infrastructure cannot be located within a central hub. Many of the major international airports developed in recent years, such as Bangkok, Hong Kong, Singapore, Munich and Shanghai have widely spaced parallel runways and central hub terminals. This is recognised internationally as 'world's best practice' in airport planning. The enhancement to the safety of aircraft operations with increased runway separation also must not be overlooked.

Need for the Runway

Some submitters believe that the NPR is only about financial returns to BAC. This is not the case. When BAC acquired the long term lease for Brisbane Airport in 1997 as part of the privatisation of Australia's major airports, BAC recognised that by acquiring the lease it was committed to the continual improvement of aviation facilities at Brisbane Airport to meet the needs of the region. Indeed, the Australian Government, as BAC's landlord, expects this. The NPR, at an estimated cost of \$1 billion, clearly demonstrates the preparedness of BAC to fulfil this commitment.

Without a new runway, the existing infrastructure will approach capacity, and delays through the Airport will increase and cause major disruptions to the travelling public, business and tourism, not to mention the financial impact on the airlines from network delays. The costs of these delays are not only borne by BAC but by the public and business.

It is not BAC that benefits most by building the new runway but rather businesses (including restaurants, hotels, tourism theme parks, food suppliers etc) and the local economy as a whole. The new runway will generate annual spending by 2035 to businesses in Brisbane and South East Queensland in the order of \$5 billion to \$7 billion (2006 dollars). New runway capacity will also be beneficial for the freight industry. This is an important and growing business for Queensland.

BAC is an Australian private company that is prepared to invest substantial capital in a new runway. Aviation facilities such as runways and passenger terminals are public infrastructure. The privatisation process has resulted in private companies being required to fund this public infrastructure. An organisation asked to fund public infrastructure in the order of \$1 billion is legitimately entitled to expect that such funds are spent in such a way that will maximise operational efficiency of the facility. This principle applies equally to BAC's shareholders who must ensure that a facility as significant as a new runway is designed and located to allow Brisbane Airport to continue to be developed as efficiently and effectively as possible.

BAC considers that the Draft EIS/MDP and this Supplementary Report provide a comprehensive demonstration of the need for, and benefits of, the NPR.

BAC recognises that a project of this magnitude needs to be carefully considered in terms of its potential impacts on the surrounding environment and the community. In submitting the EIS/MDP and Supplementary Report, BAC considers that it has given proper and responsible regard to all of the potential impacts. Many of the 196 submissions received raised issues that had been already addressed in the Draft EIS/MDP. It is understandable that given the necessary size and complexity of the document that further clarification may be needed.

This Supplementary Report provides a further clarification of the findings of the Draft EIS/MDP and the outcome of the many studies and investigations that BAC commissioned to satisfy the Australian Government guidelines and legislative requirements for the EIS/MDP.

1.2 Purpose and Scope of the Supplementary Report

This Supplementary Report has been prepared to satisfy the requirements of the *Environment Protection and Biodiversity Conservation Act 1999* (EPBC Act) and the *Airports Act 1996* (Airports Act).

In meeting these statutory requirements, the purpose of the Report is to:

- Collate the list of submitters who made submissions during the public comment period (of which there were 196 in total);
- Review and summarise the key issues raised within the submissions;
- Provide a response where required to the issues raised in the submissions; and
- Show any changes to the Draft EIS/MDP following review of the submissions.

The Supplementary Report makes up part of the EIS/MDP that will be lodged with the Minister for Environment and Water (pursuant to the EPBC Act) and the Minister for Transport and Regional Services (pursuant to the Airports Act). The Report has been prepared to assist the respective Ministers in the further consideration of the project under the relevant pieces of legislation.

The Supplementary Report is structured as follows:

Chapter 1: Introduction.

Provides an introduction to the NPR Project and sets out the purpose and scope of this Supplementary Report. This includes a summary of the relevant statutory requirements under which it has been prepared.

Chapter 2: Public Engagement.

Outlines the engagement programme undertaken during the public comment period for the Draft EIS/MDP.

Chapters 3-6: Submission Responses.

Outlines how substantive issues raised within the submissions have been grouped and addressed throughout the Report. Sections within these Chapters of the Supplementary Report are arranged under the chapter headings within the four Volumes of the Draft EIS/MDP and any changes to the EIS/MDP are indicated throughout.

Appendices.

The appendices contain information relevant to the public engagement programme as well as the list of Submitters who made submissions during the public comment period. Additional technical assessment information referenced in Chapters 3-6 of this Report are also contained in appendices. Some appendices due to their size are provided in a digital format only. The table of contents identifies which appendices are provided in printed hardcopy format and which are provided in digital format.

1.3 Statutory Framework

1.3.1 Controlled Actions

The EPBC Act requires an approval from the Australian Government Minister for Environment and Water for actions that are likely to have a significant impact on a matter of national environmental significance.

By notice dated 6 May 2005 the Project was declared to require an approval because of the potential for impact on the following matters of national environmental significance:

- Wetlands of international importance;
- Listed threatened species and communities;
- Listed migratory species; and
- Commonwealth land.

By notice dated 16 June 2005 the Australian Government Minister for Environment and Heritage (as the portfolio was then known) decided that the assessment approach for these approvals should be the environmental impact process provided for under the *Environment Protection and Biodiversity Conservation Act 1999*.

Draft guidelines for the environmental impact statement were issued by the then Australian Government Department of Environment and Heritage in July 2005, and following public input, the guidelines were approved on and issued to BAC on 2 September 2005.

The Draft EIS/MDP was prepared in accordance with those guidelines.

As subsequently explained in relation to the *Airports Act 1996*, the project was referred to the Australian Government Minister for Environment and Heritage under s160 of the *Environment Protection and Biodiversity Conservation Act 1999*. As a consequence of that, the guidelines for the environmental impact statement address the potential impacts of the project on all aspects of the environment including the matters of national environmental significance previously referred to.

The Minister's approval of controlled actions may include conditions which are 'necessary or convenient' but must relate to the relevant matter of national environmental significance to which the approval is directed.

1.3.2 Major Development Plan

Under the *Airports Act*, a Major Development Plan (MDP) is required to be approved by the Australian Government Minister for Transport and Regional Services in relation to each major Airport development. This Project is a major Airport development as defined in the *Airports Act 1996* by virtue of Section 89(1)(a):

"constructing a new runway"

Section 90 of the *Airports Act 1996* provides that major Airport developments must not be carried out except in accordance with an approved MDP. Among the matters that must be addressed in an MDP (Section 91 (1) (h)) are:

"...the Airport-lessee company's assessment of the environmental impacts that might reasonably be expected to be associated with the development."

The Draft MDP was prepared in accordance with and in order to meet the requirements of the *Airports Act 1996* as outlined above.

The process for approval of the MDP is contained in the *Airports Act 1996*. In addition, s160 of the *Environment Protection and Biodiversity Conservation Act 1999* requires the Australian Government Minister for Transport and Regional Services to obtain and consider advice from the Australian Government Minister for Environment and Heritage before giving approval to the MDP (s160(1)).

The project was therefore referred to the Australian Government Minister for Environment and Heritage by the Department of Transport and Regional Services, and by notice on 16 June 2005, the Minister for Environment and Heritage decided that the assessment approach for the project should be by way of Environmental Impact Statement (EIS).

Thus, the assessment approach in relation to the matters of national environmental significance and to the MDP was decided to be the same environmental impact process.

In making a decision about the MDP, the Australian Government Minister for Transport and Regional Services must consider the advice provided by the Australian Government Minister for Environment and Heritage and must subsequently report to that Minister the decision made and if that Minister's advice was not followed an explanation.

Table 1.5b from the Draft EIS/MDP outlined the matters that must be considered by the Australian Government Minister for Transport and Regional Services in the determination for approval of a Draft MDP, pursuant to Section 94 of the *Airports Act 1996*. This table has been reproduced below.

Table 1.5b: Ministerial Considerations in Determining Approval of an MDP

Ministerial Considerations in the Determination of Approval of a Draft MDP
a) The extent to which the carrying out of the MDP would meet the future needs of civil aviation users of the Airport, and other users of the Airport for services and facilities relating to the Airport;
b) The effect that carrying out of the MDP would be likely to have on the future operating capacity of the Airport;
c) The impact that carrying out of the MDP would be likely to have on the environment;
d) The consultations undertaken in preparing the MDP (including the outcome of the consultations);
e) The views that the Civil Aviation Safety Authority (CASA) and Airservices Australia (ASA), in so far as they relate to safety aspects and operational aspects of the MDP.

1.3.3 Consistency with Major Development Plan Requirements (Airports Act)

An MDP checklist was provided in **Table 1.5a** of the Draft EIS/MDP to demonstrate the compliance of the proposed development with Section 91 of the *Airports Act 1996*. This Table is reproduced on the following page.

Table 1.5a: Contents of a Major Development Plan.

Contents of a Major Development Plan	Volume, Chapter(s) of Draft EIS/MDP
Section 91	
(1) A Major Development Plan, or a draft of such a plan, must set out:	
a) The Airport lessee company's objectives for the development; and	Volume A, Chapter 1
b) The Airport lessee company's assessment of the extent to which the future needs of civil aviation users of the Airport, and other users of the Airport, will be met by the development; and	Volume A, Chapter 2
c) A detailed outline of the development; and	Volume A, Chapter 4 and 5
d) If a master plan for the Airport is in force — whether or not the development is consistent with the master plan; and	Volume A, Chapter 1
e) If the development could affect noise exposure levels at the Airport—the effect that the development will be likely to have on those levels; and	Volume D, Chapter 5
f) The Airport lessee company's plans, developed following consultations with the airlines that use the Airport, local government bodies in the vicinity of the Airport and — if the Airport is a joint user Airport — the Department of Defence, for managing aircraft noise intrusion in areas forecast to be subject to exposure above the significant ANEF levels; and	Volume D, Chapters 6
g) outline of the approvals that the Airport-lessee company, or any other person, has sought, is seeking or proposes to seek under Division 5 or Part 12 in respect of elements of the development of the development; and	Volume A, Chapter 1
h) The Airport lessee company's assessment of the environmental impacts that might reasonably be expected to be associated with the development; and	Volume B, Chapters 1–14; Volume C, Chapters 1–8, Volume D, Chapters 1–5
j) The Airport lessee company's plans for dealing with the environmental impacts mentioned in paragraph (h) (including plans for ameliorating or preventing environmental impacts); and	Volume B, Chapter 15; Volume C, Chapter 9, Volume D, Chapter 6
k) If a draft environmental strategy has been approved — the date of the approval; and	Volume A, Chapter 1
l) Such other matters (if any) as are specified in the Regulations.	Not applicable
(4) In specifying a particular objective or proposal covered by paragraph (1) (a) or (c), a Major Development Plan, or a draft of such a plan, must address the extent (if any) of consistency with planning schemes in force under a law of the State or Territory in which the Airport is located.	Volume A, Chapter 1 Volume B, Chapter 2

When BAC became the Airport-lessee company for Brisbane Airport on 2 July 1997, it assumed certain pre-existing lessor obligations under various leases. BAC also accepted the Airport lease subject to a number of other interests in the Airport land (such as easements).

Some of those contractual and other rights remain in existence at Brisbane Airport while others have expired. However, there are no such contractual or other rights affecting the site of the proposed NPR the subject of this Draft EIS/MDP.

In relation to item (l) pursuant to Regulation 5.04 of the Airports Regulations in the table above, it should be noted that BAC has itself granted a number of subleases over parts of the Airport land. Apart from one such sublease, none of the other subleases give any rights to sublessees affecting the site of the proposed new parallel runway. Part of one such sublease is within a section of the Runway Project land but this lease expires on 30 June 2008 and the tenant does not have an option to renew. The area which is the subject of this sublease will not be required for the purposes of the NPR Project before expiration of the lease.

1.3.4 MDP Certificates and Statements

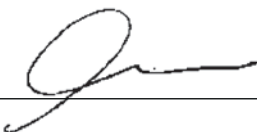
This section addresses requirements under sections 92(2) and 93(2) of the Airports Act 1996 the provision of certain certificates and statements that must accompany a draft major development plan lodged with the Minister for Transport and Regional Services.

CERTIFICATE UNDER SECTION 92(2) OF THE AIRPORTS ACT 1996

For the purposes of section 92(2) of the Airports Act 1996, Brisbane Airport Corporation Pty Limited (BAC) certifies that:

- (a) this Supplementary Report dated April 2007:
- lists the names of those members of the public who gave BAC written comments about the New Parallel Runway Project Draft Environmental Impact Statement/Major Development Plan (EIS/MDP) during the public comment period; and
 - summarises those comments; and
- (b) BAC has had due regard to those comments in preparing the Supplementary Report and any identified changes to the draft EIS/MDP identified in the Supplementary Report as submitted to the Minister for Transport & Regional Services.

Signed on behalf of Brisbane Airport Corporation Pty Limited:

Signature: 

Name: Cam Spencer

Position: Project Director, New Parallel Runway Project

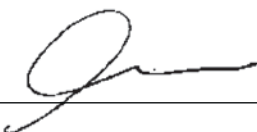
Date: 05/04/07

STATEMENT UNDER SECTION 93(2) OF THE AIRPORTS ACT 1996

For the purposes of section 93(2) of the Airports Act 1996, Brisbane Airport Corporation Pty Limited (BAC) states that the Draft Environmental Impact Statement/Major Development Plan (EIS/MDP) being submitted with this Supplementary Report for the New Parallel Runway Project:

- (a) lists the names of the persons consulted by BAC prior to the publication of the notice commencing the public comment period for the New Parallel Runway Project Draft EIS/MDP; and
- (b) summarises the views expressed by the persons consulted by BAC.

Signed on behalf of Brisbane Airport Corporation Pty Limited:

Signature: 

Name: Cam Spencer

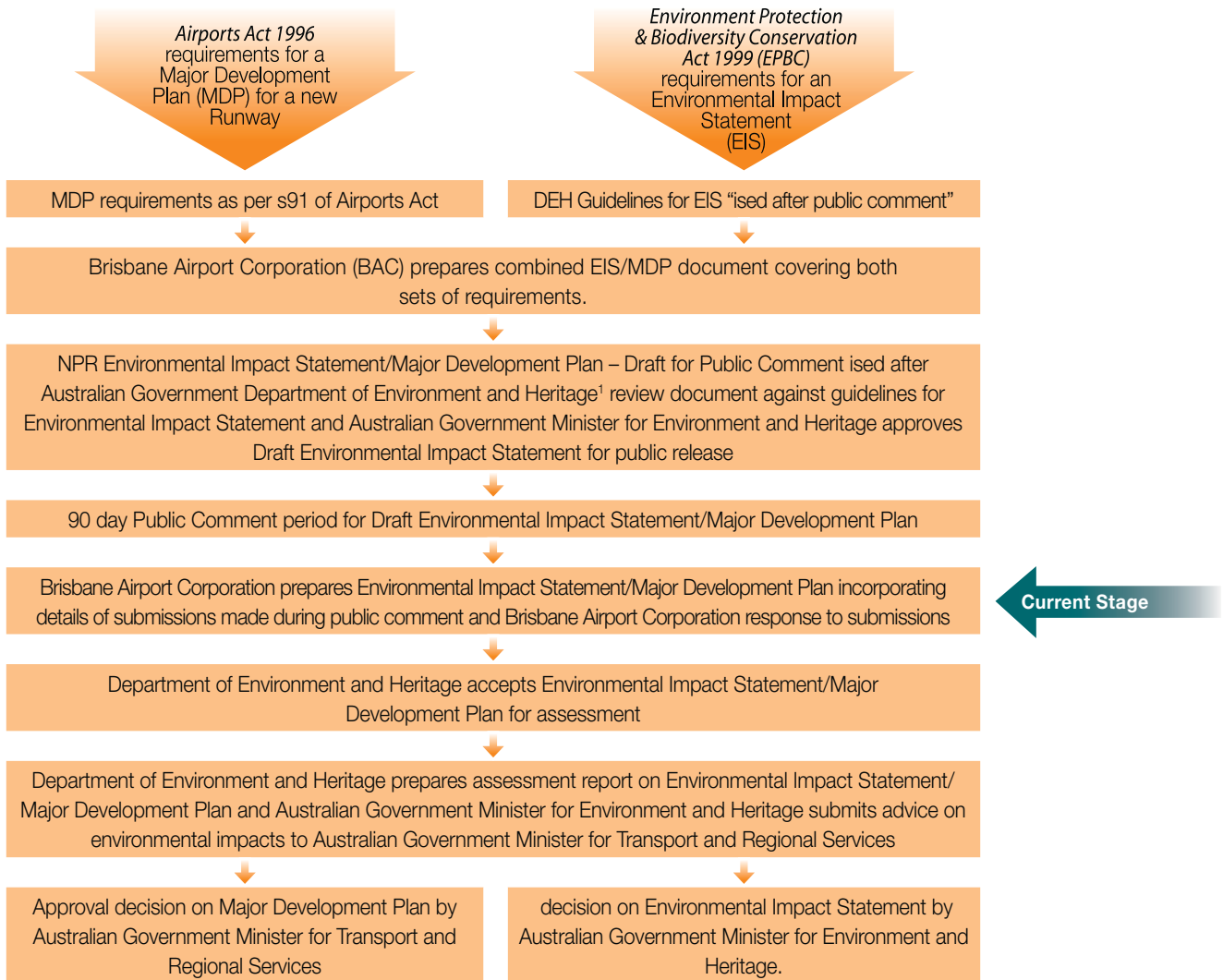
Position: Project Director, New Parallel Runway Project

Date: 05/04/07

1.4 The Assessment Process

The key steps in the assessment process for the Draft EIS/MDP were presented in **Figure 1.5** of the Draft EIS/MDP. This figure has been reproduced below.

Figure 1.5: Flow diagram of EIS/MDP Process.



As shown in the figure, key steps remaining in the Draft EIS/MDP process following preparation of this Supplementary Report are as follows:

- 1. Lodgement of the EIS/MDP.** The EIS/MDP comprises the re-submission of the 4 volumes of the Draft EIS/MDP and this Supplementary Report. All proposed changes to the Draft EIS/MDP are indicated within the sections of Chapters 3-6 of this Supplementary Report, and are summarised in Appendix 11.

As the proponent for the Project, BAC will lodge the EIS/MDP with the Department of Environment and Water for decision under the EPBC Act.

1. Department of Environment and Heritage has recently changed its name to the Department of Environment and Water

2. Acceptance of the EIS/MDP for assessment. The Department of Environment and Water has a statutory time frame of 30 business days set under the Act from which to accept the EIS/MDP. If the EIS/MDP is accepted, BAC as the proponent is required to publish the information in accordance with regulatory requirements under the Act.

On acceptance of the EIS/MDP, BAC will also lodge the EIS/MDP documents with the Australian Government Department of Transport and Regional Services pursuant to the *Airports Act 1996*. This will trigger the subsequent requirement for the EIS/MDP to be referred to the Minister for Environment and Water for advice in the context of the “on-airport” matters regulated through the MDP provisions of the *Airports Act 1996*.

3. Preparation of Assessment Report by the Department of Environment and Water on EIS/MDP and provision of advice to Minister for Transport and Regional Services. Upon accepting the EIS/MDP, the Department of Environment and Water has a statutory time frame of 30 business days set under the Act from which to prepare an assessment report for consideration of the Minister. Once prepared, this report is lodged with the Minister administering the EPBC Act for a decision on the controlled actions.

At the same time, the Minister for Environment and Water is expected to provide advice to the Minister for Transport and Regional Services in response to the request for advice discussed in item 2 above.

On receiving this advice from the Minister for Environment and Water, the Minister for Transport and Regional Services has 90 business days to make a decision on the MDP under the *Airports Act 1996*.

4. Assessment decision on controlled actions and MDP. It is anticipated that the decisions made on the NPR Project under both pieces of legislation will be released following the completion of the assessment on the MDP (as this assessment period is the longer of the two timeframes). Like other MDP and controlled action assessment decisions made under the Acts, it is anticipated that the decision will clearly indicate whether or not the NPR Project is approved and will be accompanied by a range of conditions of approval pursuant to the Act they have been imposed under.

As discussed in the Draft EIS/MDP, if the EIS/MDP were approved, a range of further regulatory approvals and requirements must be obtained/addressed before the NPR Project could commence.

These include:

- Building Approvals under the Airports (Building Control) Regulations;
- Controlled Activities Approvals under the Airports (Protection of Airspace) Regulations;
- Airspace approvals under the Airservices Regulations;
- Civil Aviation Safety Regulations;
- Activities associated with the project outside the boundaries of the Airport lease area regulated under Queensland Government legislation such as the *Integrated Planning Act 1997*; and
- Activities associated with the project outside the boundaries of the Airport lease area regulated under the Brisbane City Council local government planning scheme and local laws.

The role and function of these pieces of legislation and how they apply to the NPR Project were discussed conclusively in Chapter A1, sections 1.5.2.3 to 1.6.2 respectively of the Draft EIS/MDP.

Some of these approvals and requirements are subsequent and subject to a decision on the EIS/MDP and as such, would not be sought until the decisions under the EPBC Act and Airports Act are made.

Other requirements such as approvals for the proposed sand dredging at Middle Banks under Queensland Government legislation can be sought in parallel with the assessment process being undertaken by the Australian Government as the majority of information in the EIS/MDP will address information requirements under State legislation.

Discussions between BAC and the relevant State and Council regulatory agencies about these other approvals and requirements are on-going.

2 PUBLIC ENGAGEMENT

2.1 Introduction

Building on the engagement activities outlined in Chapter A6 of the Draft Environmental Impact Statement and Major Development Plan (Draft EIS/MDP) for the NPR Project, this chapter details engagement activities undertaken during the public comment period for the Draft EIS/MDP.

Engagement activities undertaken during the public comment period for the Draft EIS/MDP were carried out between 31 October 2006 and 6 February 2007. The engagement objectives, methodology, staging, scope and identified stakeholders as outlined in Chapter A6 of the Draft EIS/MDP remained consistent with this section.

Engagement tools used and activities undertaken during the public comment period focused on informing the community about the release of the Draft EIS/MDP for public comment, the key findings of the Draft EIS/MDP and outlining how community members could have their say through the Formal Submission process. During this phase, BAC continued to build the community's knowledge about the NPR Project, while providing opportunities for the community to comment on the Draft EIS/MDP.

During this phase, BAC focused on providing the community with access to the Draft EIS/MDP. Engagement tools were developed to give people a choice in how they 'read' the Draft EIS/MDP, whether through traditional printed means or electronic formats. Information was provided at different levels to ensure that all sectors of the community had a source of information about the Draft EIS/MDP relevant to their interest level and need.

In addition to the engagement tools and activities outlined in Chapter A6, a number of new engagement tools and activities were utilised to assist in informing the community about the Draft EIS/MDP.

This section focuses on these engagement tools and activities and how they were utilised during the public comment period and the outcomes generated by these tools and activities. A daily breakdown of engagement activities for the complete public comment period can be seen in Appendix 1.

2.2 The Draft EIS/MDP

The Draft EIS/MDP was itself an important engagement tool. BAC provided access to the Draft EIS/MDP in various formats, in many locations (physical and electronic) to ensure members of the community had access to the document in a format that suited their needs. The Draft EIS/MDP was available to view in the following formats and locations during the public comment period:

Printed formats

- At the offices of many Federal, State and Local Government elected representatives in Queensland
- At the NPR Community Information Centre located at 9 Boronia Rd, Brisbane Airport
- Local Council Administration Centres in South East Queensland
- In the Queensland State Library and local libraries in Brisbane City, Logan City, Ipswich City, Redland Shire, Caboolture Shire, Beaudesert Shire and Pine Rivers Shire
- At three community information sessions held around Brisbane (south, north and west)

Electronic formats

- Online at www.brisbaneairport.com.au
- CD-Rom

A copy of the Draft EIS/MDP was couriered to the offices of Local, State and Australian Government representatives prior to the media launch on 31 October 2006. The Australian Parliament was sitting at the time and copies were sent to both Parliamentary Offices in Canberra, as well as Electorate Offices in Queensland. State and Local Government representatives were sent copies to their Electorate Offices.

Engagement Outcomes

- **322** copies of the Draft EIS/MDP were distributed to offices of elected representatives for members of the community to view during the public comment period
- See Appendix 2 for a copy of locations where the printed Draft EIS/MDP was available to view.

2.3 Materials for the Draft EIS/MDP

A number of tools were developed as integral elements of the Draft EIS/MDP. These were provided free of charge to the community and included:

- **CD-Rom copies of the Draft EIS/MDP** – The complete document was reproduced on CD-Rom to give people access the Draft EIS/MDP at their own computer without requiring an internet connection.
- **Summary of Major Findings** – The summary was developed to give people an overview of the Draft EIS/MDP and provide information about the project in a condensed format. This enabled many copies to be distributed to the community to assist in informing people about the project and the Draft EIS/MDP.
- **Flight Path and Noise Information Booklet** – BAC was aware of the need to develop an engagement tool that clearly showed expected flight paths for the NPR. The Flight Path and Noise Information Booklet combined flight paths and N70 contours to give community members a clear picture of expected flight paths and their noise impacts.
- **Transparent Noise Information Package (TNIP)** – TNIP is a computer software program developed to provide the non-expert with access to aircraft noise information related to the NPR Project in as user-friendly manner as possible.
- **Project DVD** – A 30 minute DVD presentation was produced to give an overview of the Draft EIS/MDP for the project.
- **How to make a Formal Submission flyer and submission form** – A flyer was developed outlining the requirements of a formal submission. To assist people in meeting these requirements when writing their submission, a submission form was also developed (see Appendix 5 for a copy of the flyer and form).
- **Ways to Obtain Important Information flyer** – This flyer was developed to give people an overview of the methods they could use to view the Draft EIS/MDP (see Appendix 5 for a copy of the flyer).

Information kits made up of these supporting materials were distributed throughout the public comment period for the Draft EIS/MDP. The comprehensive kits were sent out to those listed on the project database, given out at shopping centre/library displays and Community Information Sessions, distributed at briefing sessions and sent to community members when requested via the Freecall Information Line or online Information Request Form. All supporting materials were given out in these kits as a complete set to ensure community members had access to all the information about the Draft EIS/MDP.

Engagement Outcomes

- **805** Information kits were distributed in an initial mail out to the project database on 31 October 2006
- **171** information kits were distributed to schools on 8 November 2006
- **1,270** Information kits were distributed at shopping centers

- **118** information kits were distributed at Information sessions
- **1,202** Information kits were distributed via mail by request from community members
- **585** information kits were distributed at briefing sessions
- Total number of Information Kits distributed during the public comment period: **3,913 kits**
 - Nov 06 - 3,269 kits
 - Dec 06 – 376 kits
 - Jan 07 – 205 kits
 - Feb 07 – 63 kits

2.4 Enquiry Email

The enquiry email was an important contact point for questions to be asked and answered during the public comment period.

Engagement Outcomes

- **324** email enquiries were received during the public comment period
- See Appendix 3 for a full listing of community contacts during the public comment period

2.5 Project Website

The NPR Project website was an important source of information related to the Draft EIS/MDP for community members during the public comment period. It provided round the clock information about the project and gave people the opportunity to download or request information via electronic forms about the Draft EIS/MDP at their leisure. On the website from 1 November 2006 community members could:

- Download the complete Draft EIS/MDP
- Download the Summary of Major Findings
- Download the Flight Path and Noise Information Booklet
- Request CD-Rom or hard copies of the above documents
- Lodge Formal Submissions
- Post questions and comment on the project

Engagement Outcomes

- Total web hits during the public comment period – **22,709**
 - Nov 06 – 10,475
 - Dec 06 – 4,574
 - Jan 07 – 6,124
 - Feb 07 – 1,536 (1 – 6 February only)
- **220** Information requests received via the online information request form
- **128** Formal Submissions lodged through the online form

2.6 Freecall Information Line

The Freecall Information Line (1800 737 075) was established in September 2005. In preparation for the release of the Draft EIS/MDP, BAC set up a call centre to manage calls during the public comment period. During November the Freecall Information Line was staffed Monday to Friday from 9am to 7pm and on Saturday from 10am to 4pm. For the remainder of the public comment period the Freecall Information Line was staffed Monday to Friday from 9am to 5pm and on Saturday from 10am to 1pm.

Engagement Outcomes

- **282** calls were made to the Freecall Information Line during the public comment period
 - Nov 06 - 176
 - Dec 06 - 34
 - Jan 06 - 31
 - Feb 06 - 41
- See Appendix 3 for a full listing of community contacts during the public comment period

2.7 Media Activity

The media was an important method of communicating with the community during the public comment period. BAC held a media conference on 31 October 2006 to officially launch the Draft EIS/MDP to the community for comment. A media release was also distributed widely advising the release of the document on 31 October 2006. See Appendix 7 for a copy of this release.

On 17 January, a media release was distributed to remind community members of the pending closure of the public comment period. See Appendix 7 for a copy of this release.

Engagement Outcomes

- Total number of media stories 31 October 2006 to 6 February 2007 - **135**
 - 56 print
 - 68 radio
 - 11 television

2.8 Print Advertising

A comprehensive print media advertising campaign was undertaken during the public comment period. See Appendix 9 for the advertising schedule and copies of ads that were published during the public comment period. The following publications were used for print advertising during the public comment period:

- The Australian (Formal Public Notice)
- The Courier Mail (Formal Public Notice and general ads)
- Quest Community Newspapers (general ads - titles included: Caboolture Shire Herald, Redcliffe and Bayside Herald, Northern Times, Pine Rivers Press, City North News, Northside Chronicle, North West News, Westside News, South East Advertiser, Wynnum Herald, City South News, South West News, Southern Star, Logan West Leader, Albert & Logan News and City News)
- The Redland Times

Engagement Outcomes

- **110** ads related to the Draft EIS/MDP were placed in various publications during the public comment period
- Advertising dates
 - 1 November 2006
 - 3 November 2006
 - 7 November 2006
 - 8 November 2006
 - 10 November 2006
 - 15 November 2006
 - 22 November 2006
 - 29 November 2006
 - 17 January 2007
 - 19 January 2007

2.9 Database Alerts

A comprehensive database has been developed through contact with community members in relation to the NPR Project. This database was utilised during the public comment period to communicate with people who had shown an interest in the project during initial engagement phases. A number of alerts were sent to people on the database during the public comment period via mail and/or email. These alerts were related to the release of the Draft EIS/MDP, upcoming Community Information Sessions and the pending end of the public comment period.

Engagement Outcomes

- 31 October 2006 - A mail alert was sent to **805** people on the project database advising them of the release of the Draft EIS/MDP (information kits were also sent to these people).
- 1 November 2006 - An email alert was sent to **1,056** people on the project database to announce the start of the public comment period for the Draft EIS/MDP.
- 9 November 2006 - An email alert was sent to **1,585** people on the project database to invite them to the South Information Session.
- 14 November 2006 - An email alert was sent to **1,654** people on the project database to invite them to the North Information Session.
- 14 November 2006 - Elected representatives from the northern suburbs of Brisbane were sent an email alert regarding the northern Information Session.
- 27 November 2006 - Elected representatives from the western suburbs of Brisbane were sent an email alert regarding the western Information Session.
- 28 November 2006 - An email alert was sent to **1,609** people on the project database to invite them to the West Information Session.
- 17 January 2007 - An email alert was sent to **1,220** people on the project database to advise them of the pending end of the public comment period.
- 17 January 2007 - A mail alert was sent to **1,463** people on the project database to advise them of the pending end of the public comment period.
- See Appendix 6 for copies of email and mail alerts sent during the public comment period.

2.10 Fact Sheets

In addition to 16 fact sheets produced and distributed in the period leading up to the public comment period, a new fact sheet (No 17), “24 hour operation at Brisbane Airport”, was produced and distributed via mail, email and the posted to the project website. See Appendix 5 for a copy of this fact sheet.

Engagement Outcomes

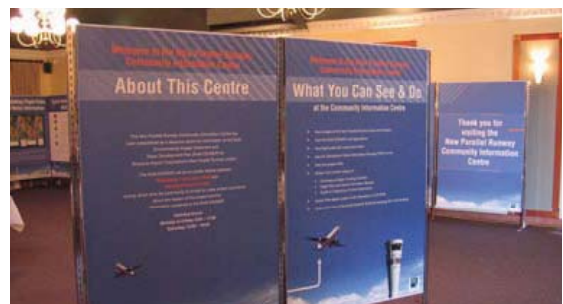
- **878** people were sent copies of fact sheet #17 by mail on 3 November 2006
- **1,359** people were sent copies of fact sheet #17 by email on 3 November 2006

2.11 Information Sessions

Community Information sessions were held in three suburban locations in Brisbane giving community members access to reading material, computers for viewing TNIP on-line, display boards and representatives of the NPR Project team. The displays were widely advertised via shopping centre/library displays, flyers, print advertising, database email alerts and community announcements on radio.

Sessions were held in the following locations:

South - Pacific Golf Club, Carindale	
Wednesday 8 November	2 – 8pm
Thursday 9 November	2 – 8pm
Friday 10 November	9 – 5pm
Saturday 11 November	10 – 4pm
North – Virginia Palms Hotel, Boondall	
Wednesday 15 November	2 – 8pm
Thursday 16 November	2 – 8pm
Friday 17 November	9 – 5pm
Saturday 18 November	8 – 12 noon
West – Bardon Conference Centre, Bardon	
Wednesday 29 November	2 – 8pm
Thursday 30 November	2 – 8pm
Friday 1 December	9 – 5pm
Saturday 2 December	10 – 4pm



Engagement Outcomes

- Total number of visitors to Community Information Sessions during the public comment period - **80**
 - South – 44
 - North – 18
 - West – 18

2.12 Shopping Centre/Library Displays

Displays were set up in 19 shopping centres throughout Brisbane and as a distribution point for Draft EIS/MDP Information Kits. These displays were also used to advertise upcoming Information Sessions in suburban locations.

Display locations included:



1. Wynnum Plaza
2. Centro Buranda
3. Bulimba Library
4. Mt Gravatt Plaza
5. Westfield Carindale
6. Fairfield Gardens
7. Centro Toombul
8. Cannon Hill Plaza
9. Peninsula Fair
10. Hamilton Library
11. Westfield Cherside
12. Centro Lutwyche
13. Sandgate Library
14. Banyo Library
15. McWhirters Building
16. Toowong Village
17. Centro Indooroopilly
18. Greenslopes Mall
19. MacArthur Central

Engagement Outcomes

- **19** shopping centres/library displays were held in various locations throughout Brisbane (see map for locations)
- **1,270** information kits were handed out to community members at shopping centre/library displays

2.13 Community Information Centre

BAC set up the Community Information Centre at 9 Boronia Road Brisbane Airport for the duration of the public comment period. The Centre was created as a permanent place where community members could ask questions, view information about the project, read printed copies of the Draft EIS/MDP, use TNIP software with the assistance of experts, view the project DVD and provide feedback on the project.

The Centre opened 1 November 2006 and closed on 9 February 2007. It was open six days per week, Monday to Friday 9am to 5pm for the duration of the public comment period and on Saturday from 10am to 4pm during November 2006 which was then scaled back to 10am to 1pm from December 06. The location of the Community Information Centre was included in all printed materials and advertised in newspapers during the public comment period.

Engagement Outcomes

- Total number of visitors to the Community Information Centre during the public comment period – **161**
 - November 2006 – 32 visitors
 - December 2006 – 90 visitors
 - January 2007 – 28 visitors
 - February 2007 – 11 visitors (1 – 6 February only)



2.14 Briefings

The NPR Project Team embarked on a series of briefings for elected representatives, industry and community groups, building upon the list of briefings as outlined in Chapter A6 of the Draft EIS/MDP. These briefings have taken place in Canberra and suburbs around Brisbane. Information kits were distributed at all briefings held during the public comment period.

A number of specific briefings were held with relevant groups during the public comment period, including:

- Airport tenants
- BAC staff
- Nudgee Beach community – two briefing sessions were held during the public comment period for this community. One was held at the Community Information Centre and the other was held out at the threshold of the cross runway. This location was chosen to give residents an indication of the sound aircraft make when operating at a distance of 2 kilometres (see Appendix 9 for a copy of the community invitation to the event)
- Pinkenba community – an information session was held at the Community Information Centre for this community (see Appendix 9 for a copy of the community invitation to the event)

Engagement Outcomes

- **14** Australian Government elected representatives/officers have been briefed
- **10** State Government representatives have been briefed
- **9** Local Government representatives have been briefed
- **7** community groups have been briefed
- **10** business groups have been briefed
- See Appendix 4 for a full listing of briefings undertaken during the public comment period