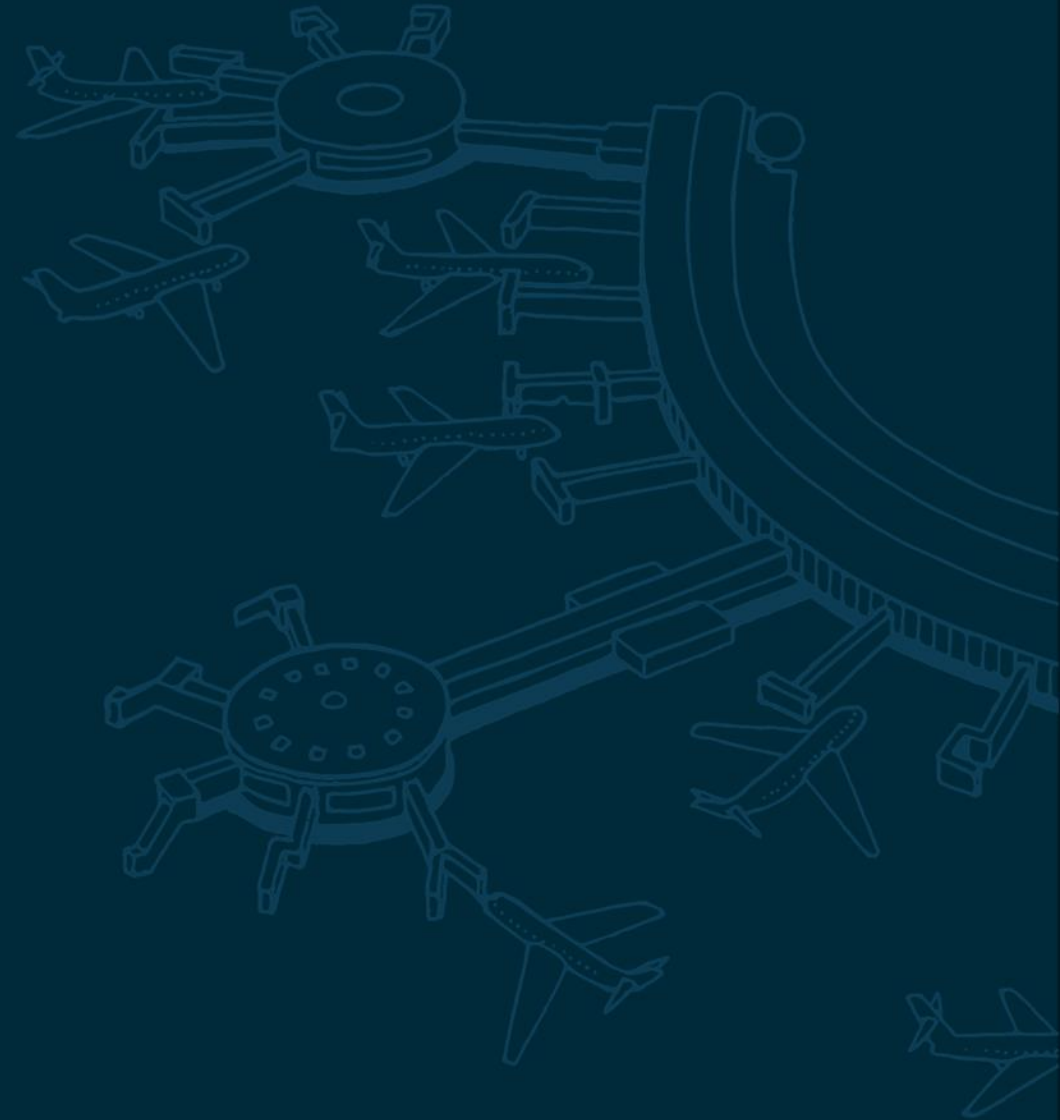




CAPACITY UPDATE

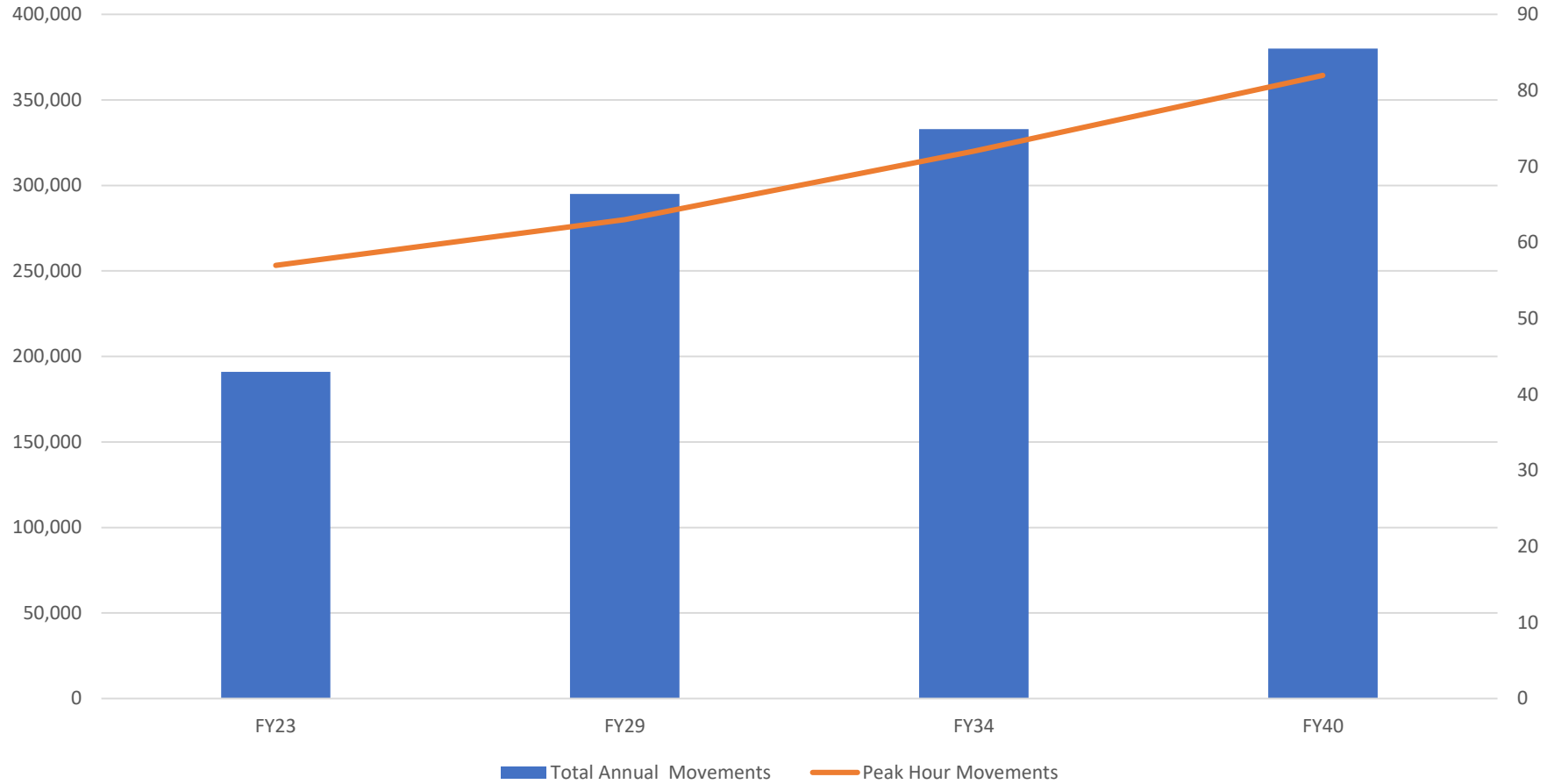


FUTURE GROWTH

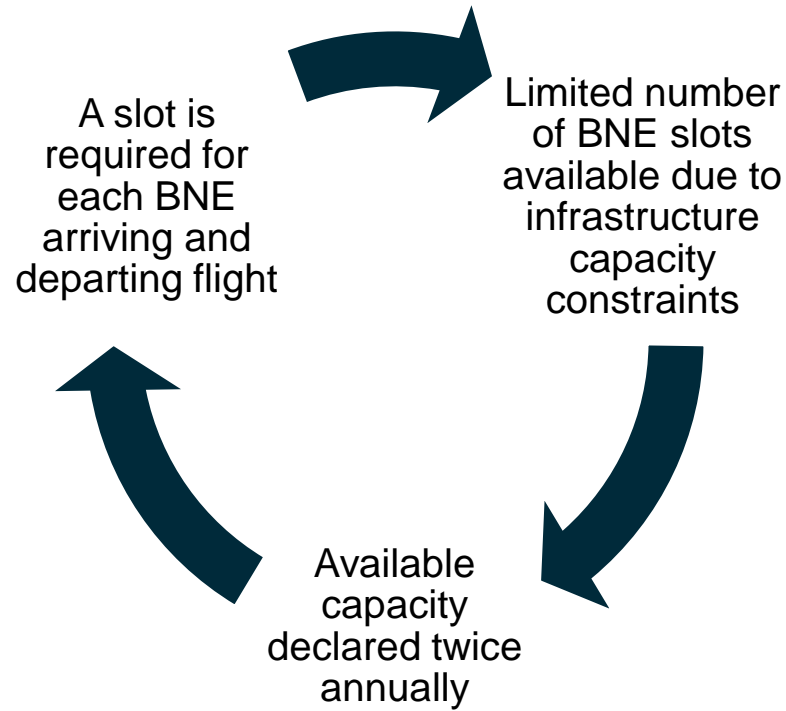
- Annual movements forecast to reach 380,000 by FY2040
- Peak hourly movements to reach 82/hour by FY2040



2020 Master Plan Forecast

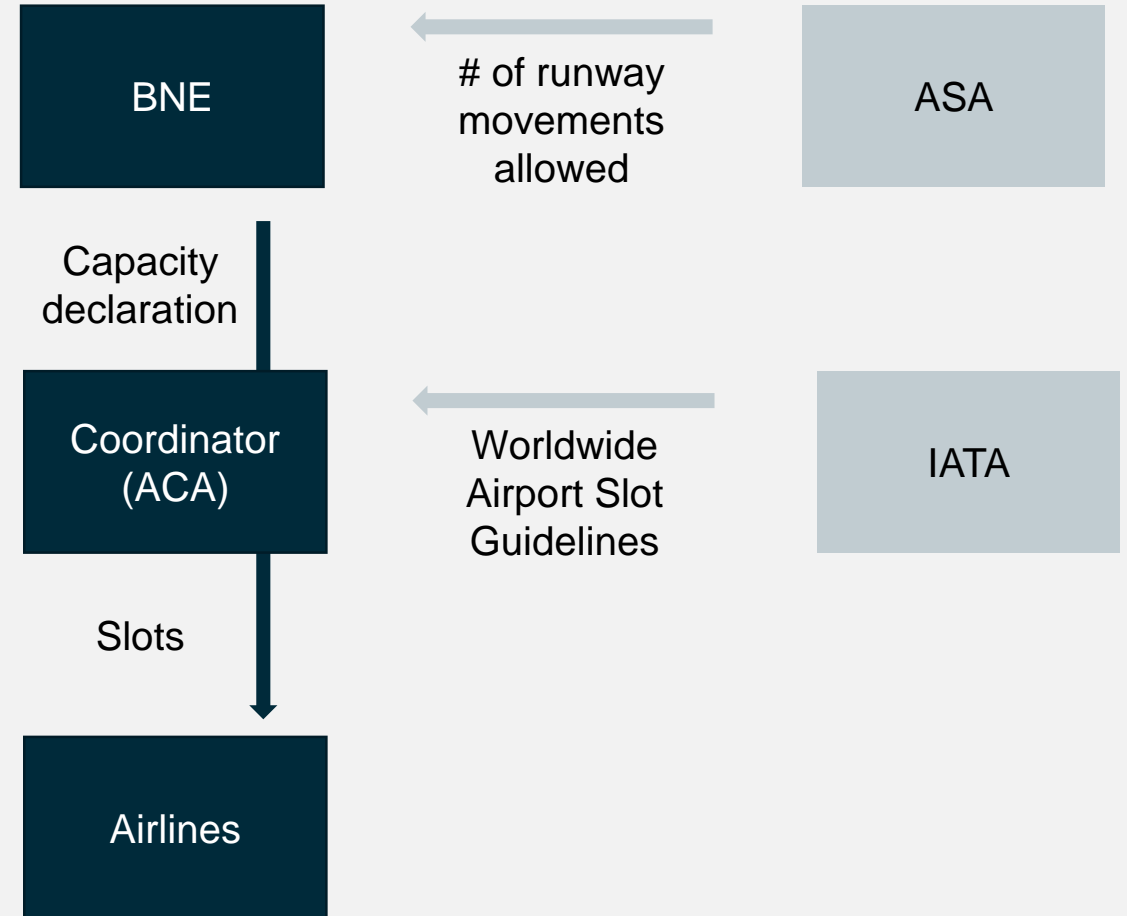


SLOTS AND CAPACITY DECLARATION



A slot is a **permission** given by a **coordinator** for a planned operation to use the **full range of airport infrastructure** necessary to arrive or depart at a **Level 3** airport on a **specific date and time**

WHO IS INVOLVED?



COORDINATED AND FACILITATED AIRPORTS

Level 3 airports are Coordinated

Demand exceeds capacity

Level 2 airports are Facilitated

Congested during some times of the day, week, or season

Congestion able to be cooperatively resolved between airline and facilitator

Level 1 airports are Non-Coordinated / Non-Facilitated

Capacity can meet demand

Australia

Level 3 airports:

1. Brisbane
2. Sydney
3. Melbourne
4. Perth
5. Adelaide
6. Cairns
7. Gold Coast
8. Darwin

Level 2 airports: nil

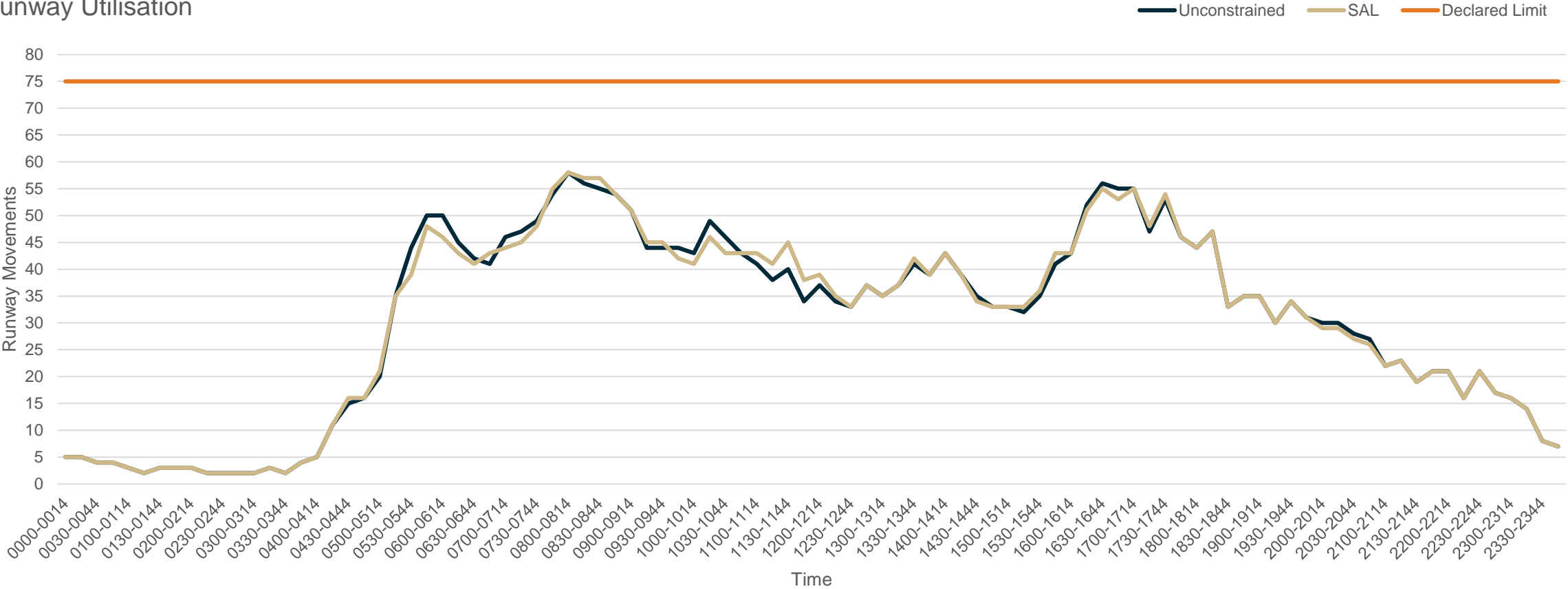
Level 1 airports: all of the rest

Globally

~200 Level 3 airports and ~150 Level 2 airport

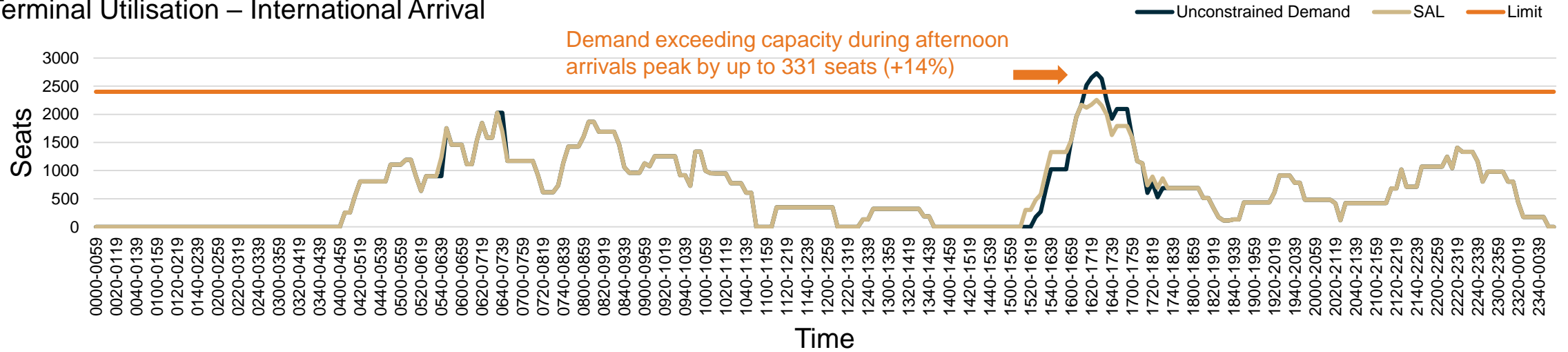
NORTHERN WINTER 2023 SEASON – SAMPLE WEEK OF CONSTRAINED VS. UNCONSTRAINED DEMAND (II)

Runway Utilisation

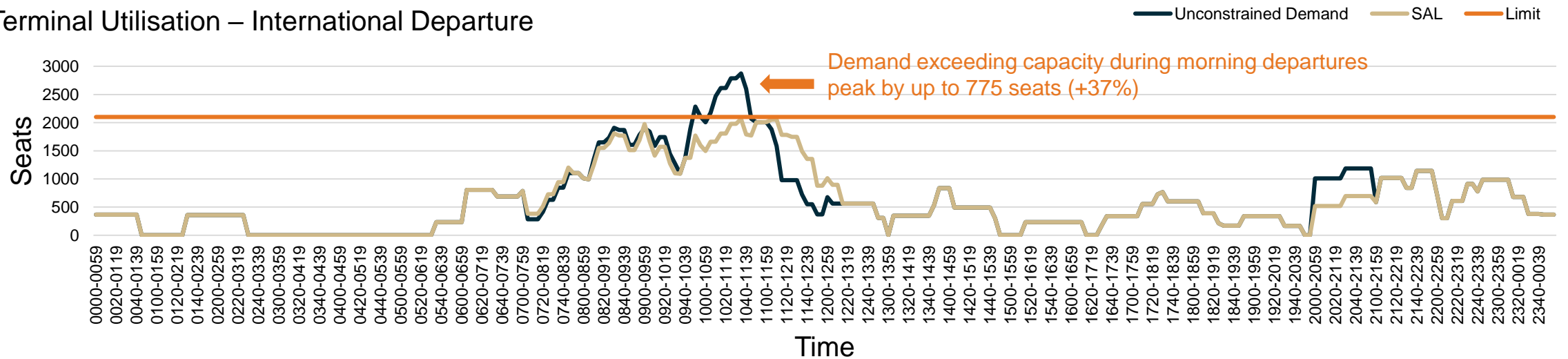


NORTHERN WINTER 2023 SEASON – SAMPLE WEEK OF CONSTRAINED VS. UNCONSTRAINED DEMAND (I)

Terminal Utilisation – International Arrival



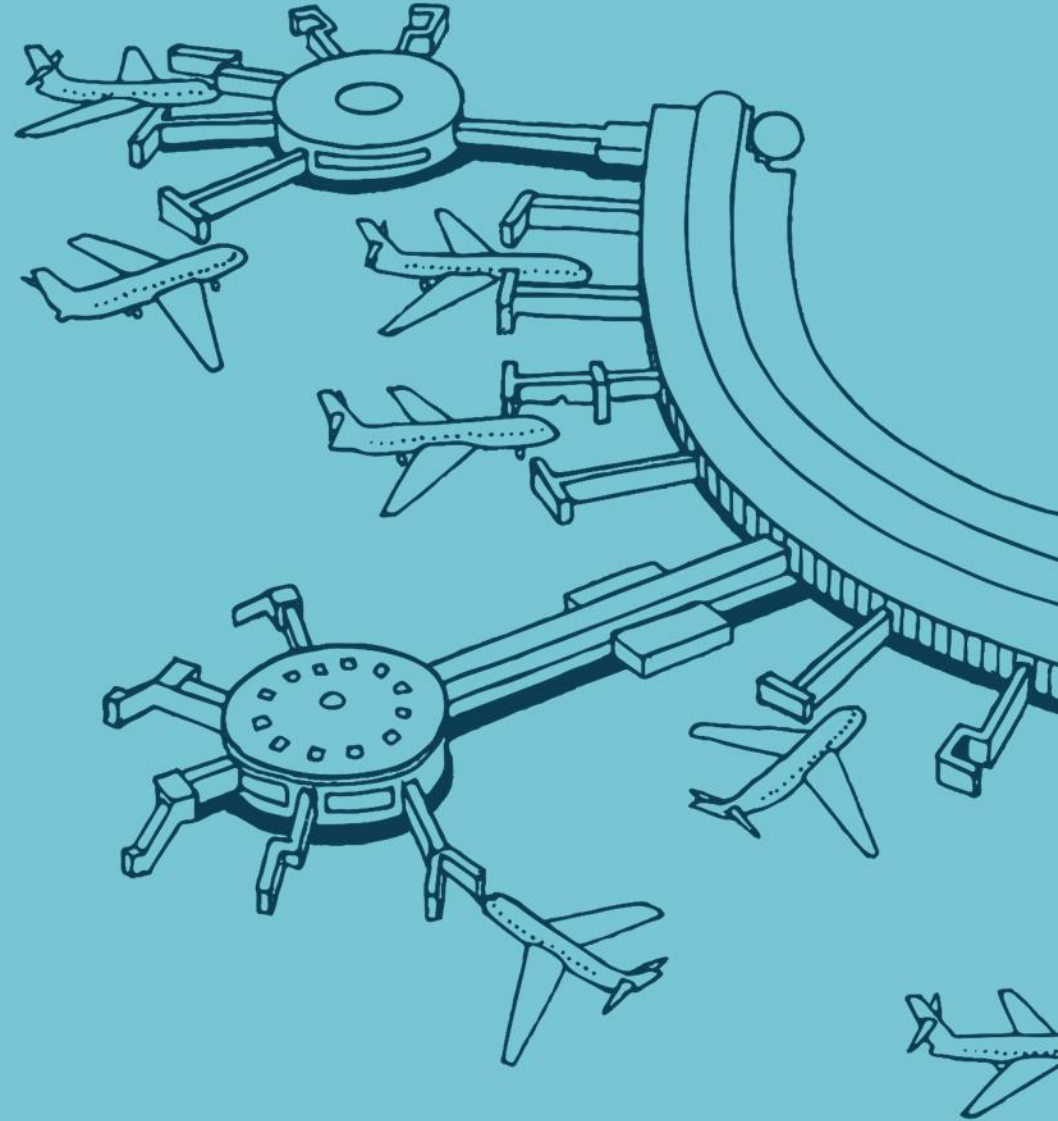
Terminal Utilisation – International Departure



FORECAST IMPACT OF CAPS AND CURFEWS

Tony Dillon (FKG Aero Ltd)

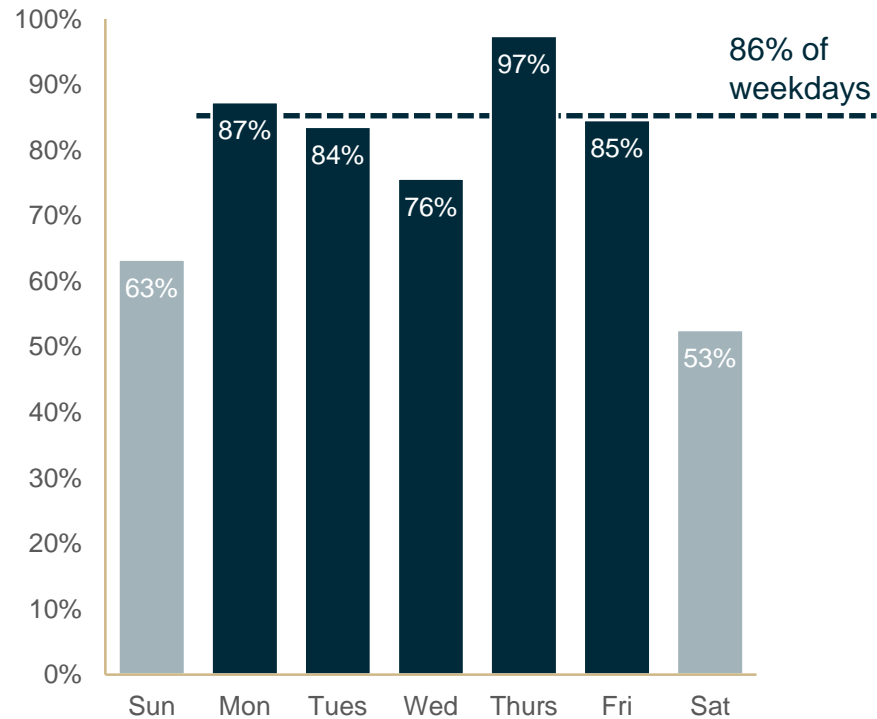
Nick Behrens (Queensland Economic Advocacy Solutions)



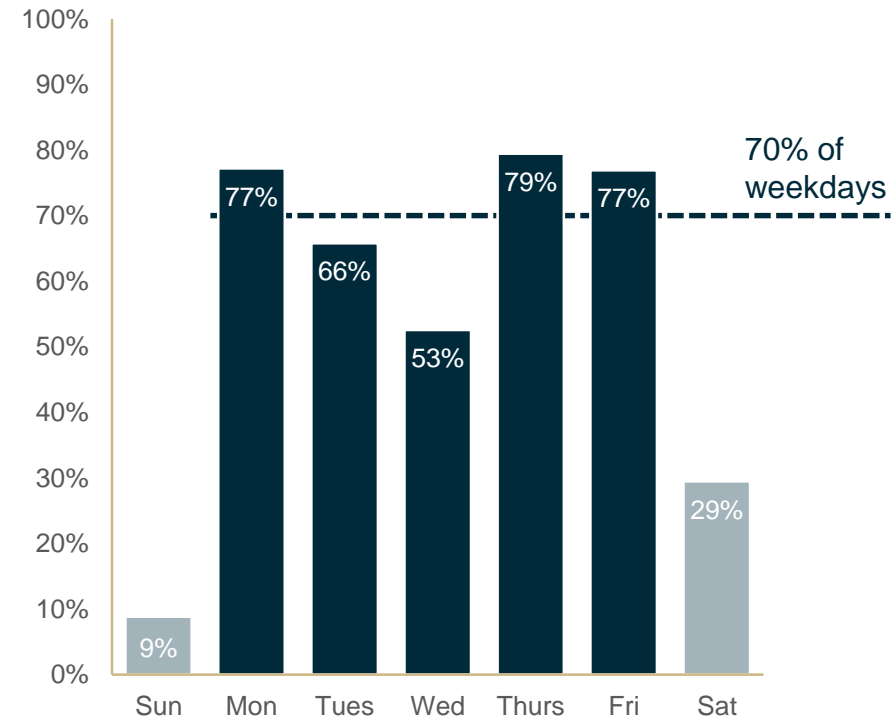
OPERATIONS ARE NORMALLY ABOVE CAP@45

Weekday schedules are routinely above cap@45 for two consecutive hours

Peak hour above cap@45
(Percentage of days in 18mths to Dec19)

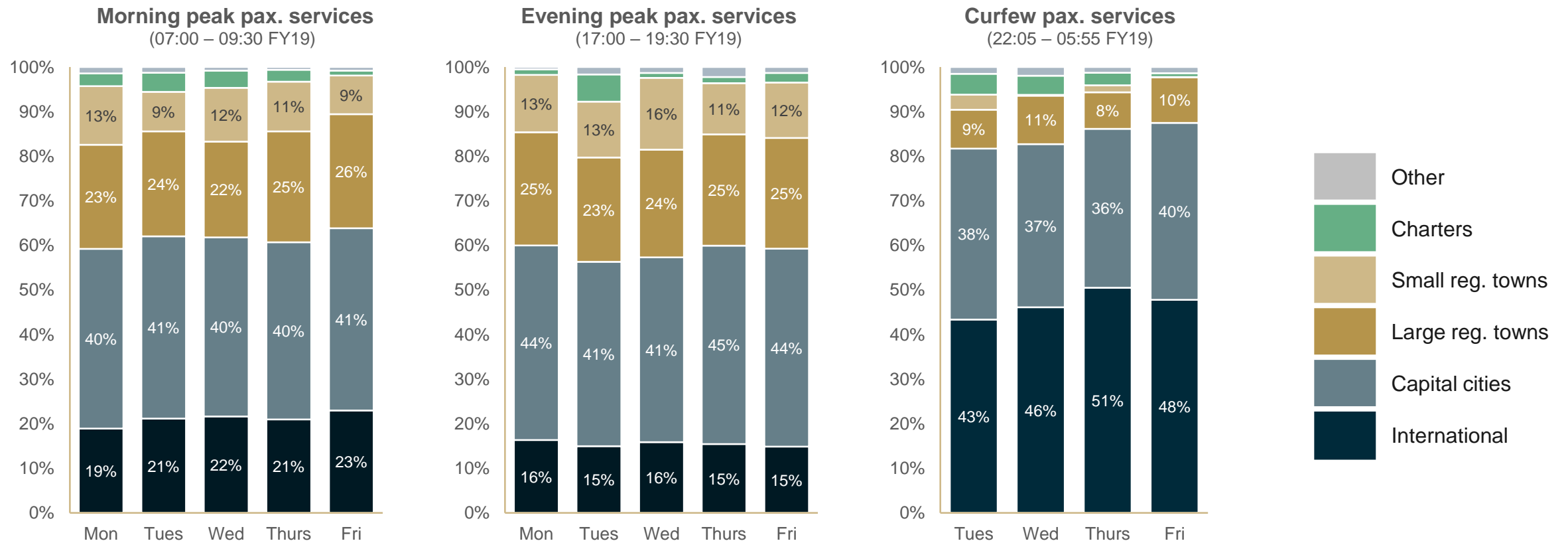


Peak two hours above cap@45
(Percentage of days in 18mths to Dec19)



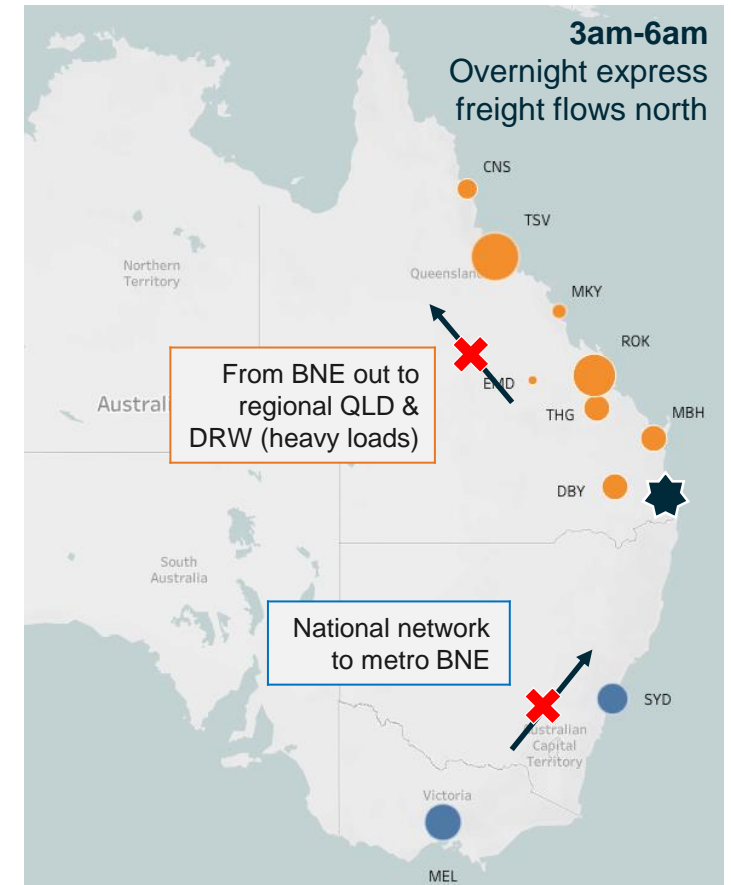
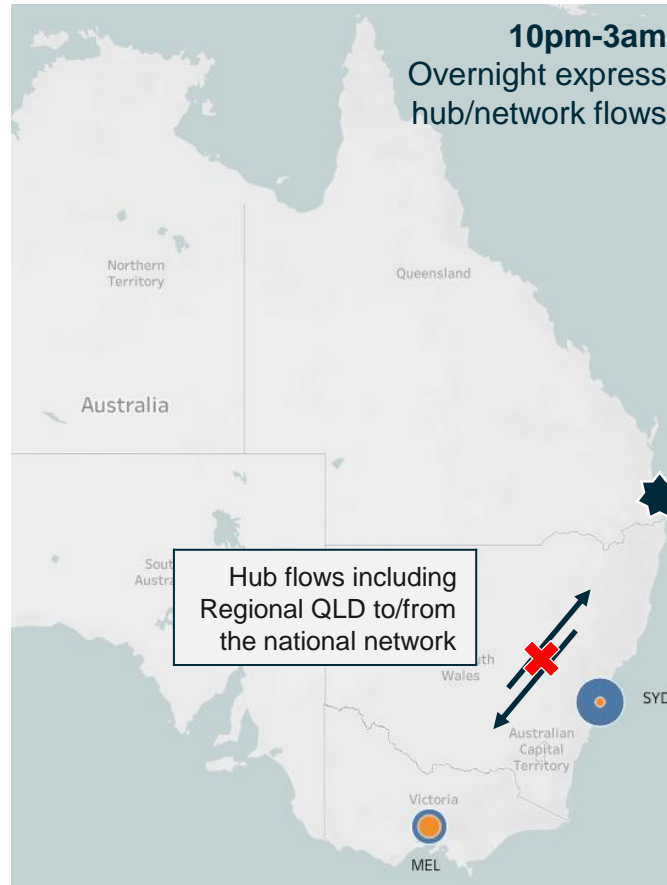
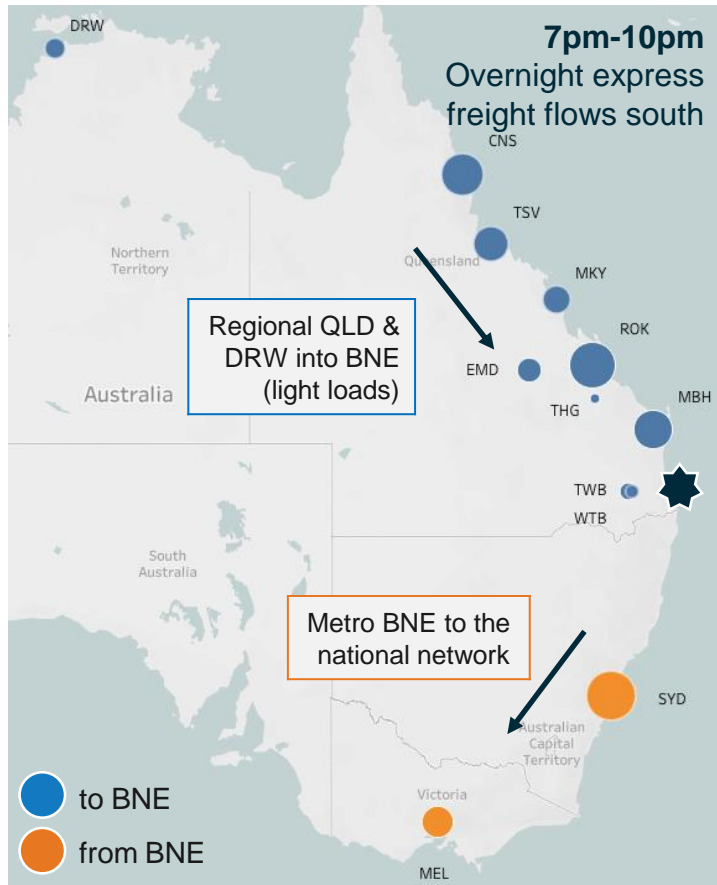
COMMUNITIES AFFECTED BY CAP@45 AND 6-10 CURFEW

Morning and evening peaks: c.35% of flights are to/from regional towns



BUSINESS WILL BE AFFECTED BY 6-10 CURFEW

Queensland next day delivery of parts and other time sensitive items cannot be guaranteed



Summary of Consequences

The overall risk or harm to the QLD economy of restricting BNE operational hours is considered to be very high. Economic losses arise from impact to the airport, airlines, passengers and the economy through reduced tourism, business travel, exports and reduction in the efficiency of the resources sector.

Consequences for Passengers:

- Removed services and cancelled flights
- Flight delays
- Inconvenient domestic flight times
- Traveller inconvenience at terminals
- Reduced connectivity to Regional Queensland
- Increased cost of airfares

Consequences for the economy:

- Decreased tourism
- Decreased ability to send freight overnight both interstate and intrastate
- Decreased export opportunity
- Higher business and freight costs
- Resources sector disruption
- Decreased Productivity