

queuing space, new floor finishes, and a new visitors information counter.

At the time of writing, BAC is on track to complete an AUD16 million development of three new airline lounges on Level 4 of the International Terminal Building (ITB), as well as an AUD15 million redevelopment of the southern end of the Domestic Terminal Building (DTB). Work on the latter project began in July 2015 and when complete will result in 16 new tenancies including reconfigured and upgraded food halls, a premium bar and restaurant, and speciality retailers.

BAC and Qantas are engaged in a multimillion dollar expansion of Qantas' premium lounges at both the domestic and international terminals. Domestic capacity will be increased by nearly a third with redevelopment of the existing Qantas Club and the construction of a new Business Lounge plus a new invitation-only Chairman's Lounge for VIPs and high-value customers.

The airline's existing first and business class lounges at the international terminal will also be redesigned into a single lounge facility with an expanded footprint. Work on each of the lounges is expected to start in March 2016, with a completion date of early 2017.

Closely connected to the international terminal northern apron project, development of the International Terminal Northern Concourse will result in an expanded concourse with new boarding zones, holding lounges, aerobridges, and

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walk-out gates, as well as new car parking facilities to meet increased demand. Starting from July 2016, the AUD630 million investment will deliver on a direct result of significant growth in international business and will mean greater efficiency for both arriving and departing aircraft, the capacity for airlines to increase scheduled services, extra space for aircraft layover parking, greater boarding capacity for airlines, and faster boarding time for passengers.

BAC is planning a major AUD47 million expansion north of the international terminal starting from July 2016 to mid-2017. The work is a direct result of significant growth in international flights and is required to meet the forecast increase in demand. The expansion will result in an extra 44,000 m² of new apron pavement, new aircraft taxi lanes, three new aircraft

parking bays, and an increased storage area for ground support equipment, as well as new public car parking facilities.

The massive dredging and reclamation portion of the New Parallel Runway (NPR) project started pumping sand in June 2014 and all the necessary ground improvements were completed in June 2015. The NPR site, located on part of the old Brisbane River delta, is very low-lying and is characterised by extremely poor strength soils. The dredging and reclamation works involved the engineered placement of nearly 11 million m³ of clean marine sand from Moreton Bay to fill and surcharge the site.

The weight of the sand, working in conjunction with 330,000 wick drains vertically inserted to depths of up to 30 m deep, will cause the ground to consolidate into a suitable foundation on which to build the new runway and taxiways. Ground settlement is progressing as expected with the softest parts of the site having settled up to 3 m since sand placement.

Overlapping with the completion of Phase 1, Phase 2 began in January 2015 when Jacobs was appointed as design engineer. Design and documentation has progressed in order for the first of the three main contract packages, the Seawall and Site Access Works, to begin in April 2016 with the two larger contracts for the Dryandra Road underpass and the Airfield Works to be released for tender later in 2016. The NPR project is on track to be operational in 2020. ■

Aerial view of Brisbane Airport, where an AUD62 million expansion is due to begin north of the Domestic Terminal.