

# Sunshine Coast Airport Expansion

UPDATE



## Airspace and flight paths

The new runway will require changes to the surrounding airspace and the design of new departure and arrival flight paths and procedures. Sunshine Coast Council has engaged Airservices Australia to deliver the detailed airspace and flight paths.

Flight path designs are developed

within safety, efficiency, regulatory and environmental constraints, and a range of stakeholder considerations, minimising the effect of aircraft noise on local communities, wherever practicable.

Starting in late March 2019, Sunshine Coast communities are invited to participate in a six-week engagement program on the proposed flight paths and airspace changes.

This follows previous community consultation conducted in 2014 and 2015 for the Environmental Impact Statement (EIS) which was based on concept flight paths.

The proposed flight paths will closely follow the original design concepts Sunshine Coast Council presented to the community in 2014 and, where practicable, avoids populated areas.

## Want to know more?

More project information, as well as an up to date schedule of community information sessions can be found by searching for the Sunshine Coast Airport Expansion Project on council's website. [www.sunshinecoast.qld.gov.au](http://www.sunshinecoast.qld.gov.au)



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MARCH 2019



## Project history and benefits

From its humble beginnings in 1961, the Sunshine Coast Airport has supported the region's economic growth and become one of the busiest regional airports in Australia.

In September 2018, Sunshine Coast Airport became Australia's fastest growing airport in terms of passenger number growth, according to Bureau of Infrastructure, Transport and Regional Economics (BITRE). From 2017 to 2018 the airport recorded 12.3% growth in passenger movements and hit a new record of 41 consecutive months of growth, from June 2015 to October 2018.

The Sunshine Coast Airport Expansion Project represents the ongoing development of an airport that has been operating and evolving for more than 50 years and the realisation of a long-term plan to grow and the region's passenger and freight connectivity to other destinations.

The first stage of the new runway and most of the new aprons and taxiways are scheduled to open in May 2020. The remaining taxiways, aprons, and associated works will be completed by December 2020.

## Why do we need a new runway?

- The current runway is too short, too narrow and subject to wind which causes constraints on the capacity to grow passenger numbers, destinations and freight capacity which opens up export opportunities.
- The new runway, currently under construction is longer, wider and more aligned with prevailing winds.
- The new runway will cater for a wide range of aircraft types, enabling access to all of Australia, the southern and western Pacific and South-east Asia from the Sunshine Coast.
- For the first time, it will allow the operation of the wide-body Code E aircraft favoured by the world's airlines for medium haul international flights. These aircraft are quieter and more fuel efficient than their predecessors.

## Project facts

- New runway with an operational length of **2,450 metres** and **45 metres wide**
- **\$4.1 billion** contribution to Gross Regional Product (2020 - 2040)
- Potential to reach **new destinations** at home and abroad
- **120 hectares** of land will be **rehabilitated** to offset ecological impacts
- **2,230** new full-time direct and indirect **jobs by 2040**
- **3,500** fewer dwellings affected by five or more aircraft noise events of **70 decibels** or more in **2020**
- **5,000** fewer dwellings affected by five or more aircraft noise events of **70 decibels** or more in **2040**
- Potential to attract **2 million passengers** to the Sunshine Coast annually.

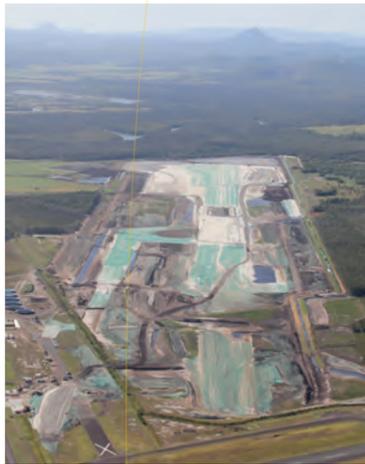


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**Healthy.  
Smart.  
Creative.**

# Construction update



- One of the first noticeable changes undertaken to the existing airfield as part of the construction works was the permanent decommissioning of an existing cross runway and alterations to the airside fencing to make room for the first stages of construction.
- To construct a new runway substantial amounts of fill have been imported to the airport site. To achieve this, sand was dredged from the Spitfire Channel at the northern entrance to Moreton Bay, transported to Marcoola Beach by the dredge vessel (the Nile River) and pumped ashore to the airport site via a 4.5km pipeline. The dredging was timed to avoid the turtle nesting season. Approximately 1.3 million cubic metres of sand has been placed on site.
- Since the start of 2019, construction engineering firm John Holland has started various activities on site, including installing the stormwater drainage system, undertaking apron works adjacent to the terminal, and paving trials for the new runway.



Aerial image of new runway construction taken February 2019



Planting Mt Emu She-oak seedlings.

## Environment

- The project includes a number of environmental initiatives with recent progress on the following:
  - 1.25 hectares of closed heath vegetation comprising Mount Emu She-oak tiles have been relocated. A further 198 individual trees have been relocated.
  - Habitat improvements to expand the existing wallum heath areas to support frog and ground parrot populations.
  - Design of a conservation corridor to provide connectivity between the national parks to the north and south of the new runway.
  - Additional environmental offsets to be carried out at the Lower Mooloolah River Environmental Reserve.



Eastern Ground Parrot spotted in its native habitat on site.

## New runway features

- The existing runway is 1797m long x 30m wide. The new runway will have an operational length of 2450m x 45m wide.
- The new runway orientation is better suited to prevailing wind directions.
- The project includes a new lighting system comprising more than 430 new light fittings and a dedicated lighting control room with backup power supply.
- The runway pavement consists of 105mm of asphalt, 530mm of crushed rock, and minimum one metre of compacted sand.
- The runway surface has been designed above a one in 100-year flood event with consideration of climate change to the year 2100.
- The new taxiway network incorporates a parallel taxiway for half the length of the runway to provide better efficiency.
- The airport's parking aprons have been designed to accommodate either eight domestic size aircraft or six domestic and one wide body international aircraft.



■ Phase 1 - Open May 2020  
■ Phase 2 - Open Late 2020  
 Existing Runway 18/36 - Future to be determined through the SCA Master Plan process mid 2019  
Southern end of existing runway to be converted to taxiway

## Project timeline

1961	1985	2000	2007	2011	2014	2016
Sunshine Coast Airport opens	Former Maroochy Shire Council identifies a north-west, south-east aligned runway in planning documents	Maroochy Plan supports the development of a new runway	A Master Plan for Sunshine Coast Airport is approved by Sunshine Coast Council	Project referred to Commonwealth Minister for the Environment.	Environmental Impact Statement assessment and public consultation	Qld Coordinator General approves the Environmental Impact Statement and the Commonwealth Minister for the Environment gives Sunshine Coast Airport Expansion Project approval, subject to conditions



March 2018	April 2018	May - July 2018	July - October 2018	January 2019	March 2019	July 2019	May 2020
John Holland Pty Ltd awarded the construction contract	First sod turned on the Sunshine Coast Airport Expansion Project	Dredge pipeline assembly along Marcoola Beach	1.3 million cubic metres of sand dredged from Moreton Bay and pumped onsite. Dredging successfully complete	Detailed runway design complete	Proposed airspace change and flight paths designed by Airservices Australia	Airspace changes and flight paths submitted for CASA approval	Runway 13/31 commences operations

