

8 Aviation Support

8.1 Aerodrome Rescue and Fire Fighting Services

CASA mandates that a permanent Aerodrome Rescue and Fire Fighting Service (ARFFS) is established for domestic aerodromes when more than 350,000 passengers pass through the facility during the previous financial year. SCA reached this threshold in 2003/04 and an ARFFS was established in 2004. An ARFFS is also required at an aerodrome at which international air services are operated.

At present, the ARFFS vehicles are temporarily accommodated in the McDermott Aviation hangar, located west of the passenger terminal. A site for a dedicated facility has been located on the east side of Runway 18/36, opposite Taxiway B1. The facility is expected to be completed and become fully operational in 2008.

Commensurate with establishment of the ARFFS on the airport, new crash gate airfield access points and airside link roads have been constructed. The development of Runway 13/31 will require a reassessment of the suitability of the new ARFFS facility to meet the ICAO response time criteria.

8.2 Aircraft Refuelling

A fuel storage facility, owned by Shell Aviation, is located on Site 9, immediately south of the passenger terminal. Shell has recently purchased the lease for the adjacent Site 8 from Suncoast Flying Services to permit expansion of the fuel facility. A self serve Avgas bowser is located at the apron frontage of the fuel storage facility.

Expansion of the passenger terminal will require the relocation of fuel facilities from the current fuel storage site and adjacent newly acquired site. It is proposed, Avtur fuel tanker loading facilities, a relocated Avgas self serve bowsers and a dedicated airside access point for refuelling vehicles could be provided on the site within the current Southern GA facilities area. A potential site is that currently occupied by Becker Helicopter Services, which becomes available when the helicopter facilities are relocated as proposed to the western end of the Western GA Area.

It is proposed that bulk fuel storage be relocated onto a site within the potential future aviation support precinct within commercially zoned land on the west side of the drainage canal at the current western terminal precinct boundary. Any site selected would need to comply with Australian Standard AS 1940. A new fuel storage facility could supply hydrants in either the existing apron or a new apron associated with a possible new terminal fronting the future Runway 13/31m. The proposed site is shown at Figure 8-1.

8.3 Air Cargo

Most air freight to/from the Sunshine Coast district is currently transported by road to Brisbane; however a small quantity is handled at SCA. This mostly comprises express courier items, small quantities of fish and pets. Air freight is currently handled as follows:

- ◆ Jetstar

Small items, mainly courier bags, are occasionally transported to/from Sunshine Coast Airport, with these being passed through the terminal for loading onto aircraft. If more freight or larger items were to be carried on Jetstar aircraft, the freight would enter through Gate 7, west of the terminal.

- ◆ Virgin

Typical freight comprises seafood, aquarium fish and pets (outbound) and vegetables, flowers and pets (inbound). Freight is handled from a facility at the rear of the airport maintenance shed, west of the terminal and is transported to/from aircraft via Gate 7.

Sunshine Coast Airport has recently leased Site 108 within the commercial precinct to Phoenix Air Express for establishment of a freight consolidation and distribution facility. Phoenix is the local agent for Australian Air Express (which is partly owned by Qantas), as well as Startrack Air Couriers. Phoenix is keen to develop freight at SCA to make use of available capacity on Jetstar and Virgin Blue aircraft, particularly Jetstar where currently a number of empty containers are carried on most flights. Both carriers would provide excellent connections at Melbourne or Sydney for wider freight distribution. Phoenix proposes to load/unload Jetstar containers within their on-airport facility, transporting these to/from the aircraft via Gate 7.

The development of Runway 13/31 and the ability to operate different and larger aircraft types out of SCA will increase the available freight capacity and may stimulate demand and dedicated freight facilities will be required.

8.4 Ground Service Equipment

Aviation Ground Handling handles Jetstar at Sunshine Coast Airport and Aerocare provides ground handling for Virgin Blue.

The range of ground service equipment (GSE) based on the airport is sufficient for the handling and turnaround of aircraft, as follows:

- ◆ Jetstar uses:
 - Dollies and containers for 2 x A320 aircraft. Containers are stored on the dollies, with 7 sets required for each aircraft.
 - 3 x baggage tugs
 - 1 x TDL unit for loading/unloading containers onto aircraft
 - 2 x A320 portable stairs
 - 1 x disabled passenger lifter (DPL)
 - Sundry equipment (ground power unit, air bottle, tow bar).
- ◆ Virgin Blue uses:
 - 12 x barrows
 - 2 x belt loaders
 - 3 x baggage tugs (2 x petrol and 1 x electric)
 - 1 x disabled passenger lifter (DPL)
 - 4 x stairs.

GSE used by each of the ground handlers is generally stored on an opportunity basis around the edge of the RPT apron. With the increased numbers of aircraft, and particularly A320 aircraft utilising containers, the demand for increased storage areas has increased significantly.

GSE employed for the turnaround of both Jetstar and Virgin Blue aircraft is maintained by visiting service personnel who either service equipment within the storage areas, or equipment is brought landside through Gate 7 for servicing. Both airlines envisage current servicing arrangements to continue in the future.

However, in the longer term, as the volume of traffic increases, it may be appropriate for one of more of the ground handling agents to establish a GSE servicing facility at the airport. Such a facility could be established within an aviation support facilities area which could replace the current southern GA facilities.

8.5 Control Tower

The existing control tower is located within a compound adjacent to the car park on the landside area adjacent to the passenger terminal. Provision of a control tower at an airport is dependent on a range of criteria established by the Civil Aviation Safety Authority based on the type and mix of traffic.

With the recent increased and rapidly growing RPT traffic at SCA, it is assumed that the control tower will continue to be required throughout the planning horizon.

The 1998 Master Plan identified that the present control tower generally complies with siting requirements for both the existing airport and Runway 13/31.

The 1998 Master Plan identified a new site for a control tower north-west of the intersection of Runway 18/36 and Runway 13/31. This site would be suitable for a future combined control tower and fire station pending detailed geotechnical and airfield surveys.

8.6 Future Navigation Systems

CASA is progressively implementing Global Navigation Satellite Systems (GNSS) approaches at Australian airports. GNSS approaches are not currently approved as the sole approach aid, and are used in conjunction with the existing approach procedures based on the current VHF Omni-directional Range (VOR), Distance Measuring Equipment (DME) and Non Directional Beacon (NDB) installations on the airport.

In the future GNSS is likely to become the main approach aid, increasing the accuracy of aircraft positioning on approaches. Accuracy can be further enhanced by the provision of a ground reference station to augment the satellite signal. Such installations are not demanding on site requirements, and no specific site for a GNSS ground reference station is identified in the Master Plan.

8.7 General Aviation Facilities

Existing general aviation facilities are located in two zones as follows:

- ◆ Southern GA Area, which accommodates a mixture of fixed wing and helicopter flying schools. The helicopter facilities (operated by Becker Helicopter Service and Blue Tongue Helicopters) are interspersed with the fixed wing facilities, creating issues with noise and downwash on the aprons. Additionally GA aircraft storage, maintenance facilities and a fuel storage and distribution facility operated by Shell are provided at this GA area.
- ◆ Western GA Area, accommodates the heavy GA operators, provides temporary ARFFS accommodation as well as space for the emergency rescue helicopter, Singapore Flying College and private lock-up hangars.

Future expansion of GA facilities is proposed as follows:

- ◆ Southern GA Area

The Southern GA Areas may expand to the south when the proposed new airport access road is developed. When existing leases in the current Southern GA area expire, it may be appropriate for SCA to retain the sites for use by appropriate aviation support facilities including fuel, air cargo and GSE maintenance.

- ◆ Western GA Area

The Western GA Area could expand to the west, with dedicated helicopter facilities provided within a separate zone at the western end of the area.



FIGURE 8-1 AVIATION SUPPORT FACILITIES

8.8 Commercial Sites

Commercial sites are located within a precinct south-west of the terminal. Some sites are currently leased, others have been leased for imminent development and others remain available. When the proposed new airport access road is constructed, new sites will be created at the southern end of the precinct. At present, four sites are leased to flying training schools.

Future tenants could include those engaged in operating flying training schools, car rental offices and servicing, freight distribution, and aviation support industries or bulk fuel storage.

8.8.1 Office Space

Airport management, and some airline offices located in the terminal, could be relocated to a purpose built office block in the commercial precinct. This would free-up space within the terminal for core terminal activities. In addition to accommodating airport management and airline administration functions, it is likely that other commercial tenants would be attracted to a suitable office block on the airport. Such an office development should be located as close as possible to the terminal to allow ease of cross-flow between

the office block and terminal. The most suitable site for an office would be Site 118 (area 9 in Figure 8-1) which is the closest site within the commercial area to the terminal. An office block on this site could be developed in conjunction with the adjacent multi-level long term car park.

Alternatively, an office development could be incorporated with the proposed multi-level long-term car park. In the meantime, it is understood that an office to accommodate Sunshine Coast Airport management is proposed at Site 101, at the south-east corner of the current Commercial Area.

Due to the relatively small area available, and as traffic at SCA increases, it may become necessary to allocate some sites within the commercial area to aviation support activities. If sufficient demand for such sites exists, sites used for non-aviation commercial activities may need to be retained at the end of their leases period in order to provide for aviation support activities.

SCA has recently purchased a 1.5 hectare site within the zone designated “business and industry” on the west side of the existing open drainage channel.