



## Fact sheet Project Description and Background

### Background to the Project

The existing main runway (Runway 18/36) at Sunshine Coast Airport (SCA) first opened in 1961 and has been instrumental in the development of the Sunshine Coast economy over the past 54 years.

The challenge for Sunshine Coast Council is to ensure the airport can support a growing Sunshine Coast community. As identified in the 2007 SCA Master Plan, the current runway infrastructure, due to its length, width (1797m x 30m) and alignment constrains the airline services available to the Sunshine Coast.

In adopting the 2007 SCA Master Plan, Council determined the preferred option for the future of SCA was to develop a new, main runway of 2450m x 45m, aligned in a south-east / north-west direction.

A possible change of orientation for the airport's main runway has been discussed since the early 1980s. The length, width and alignment of the existing runway were recognised as constraints to growth in passenger numbers, destinations and freight capacity.

### Major Components of the Project

The proposed Sunshine Coast Airport Expansion Project includes:

- A new 2450m long x 45m wide runway aligned to the north-west/south-east (Runway 13/31)
- Two runway end taxiway loops and navigation aids
- Expansion of the apron at the existing terminal
- Staged expansion of the existing terminal
- A new Air Traffic Control tower, access road and utilities.

If the Project is approved, this would lead to:

- Use of the existing Runway 18/36 for General Aviation (light aircraft) only when weather dictates
- Closure of the existing secondary runway (Runway 12/30)
- Relocation of navigational aids
- Revised flight paths.

### The Proposed New Runway

The new runway would be able to cater for existing B737 and A320 aircraft without constraints, and other aircraft such as the A330 and Boeing 787. It would have an alignment of 128 degrees/308 degrees magnetic.

Runway 13/31 would have two, end-taxiway loops. The end taxiway loops allow for more efficient movement of aircraft on the runway, as an aircraft can be waiting on the taxiway loop while another aircraft is using the runway to land or take-off. The new runway would be served by the existing terminal.

To accommodate larger aircraft, the apron at the existing terminal would be extended.

While the new runway is designed to cater for existing and larger aircraft, light aircraft and helicopters would continue to operate from the airport.

Runway 13/31 would intersect the existing Runway 18/36 slightly north of the current connection to the cross runway. The alignment of the new runway was chosen to avoid topographical constraints including Mt Coolum and Mt Ninderry.

# Airport Expansion Project

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Artist's impression of the proposed Sunshine Coast Airport Expansion Project.

The location of the runway within the site was influenced by the following factors:

- Meeting all aviation standards
- Reducing the number of residents affected by aircraft noise
- Avoiding poor geotechnical conditions immediately east of the Sunshine Motorway at the north-west end of the runway
- Reduction of potential flood impacts.

The project will:-

- Contribute \$4.1 billion to the regional economy in its first 20 years of operation
- Result in over 5000 fewer homes being affected by aircraft noise by 2040 (3500 in 2020).
- Generate more than 2230 new jobs by 2040
- Overcome the operational limitations imposed by the current runway
- Enable the uplift of freight including fresh produce from the Sunshine Coast
- Make the Sunshine Coast Airport accessible to all of Australia and new international destinations
- Ensure that the Coast's infrastructure keeps pace with the region's current and proposed growth
- Include the necessary design elements and mitigations to ensure that it can be delivered and operated without significant environmental impact on the site, surrounding lands or waterways.