3.0
The Airport
Gold Coast Airport offers an important link to south east Queensland and northern New South Wales.

3.1 AIRPORT LOCATION

Gold Coast Airport occupies a strategic position in Australia’s premier tourist region and offers an important link to south east Queensland and northern New South Wales. The Airport is located approximately three kilometres from the centre of Tweed Heads, 19 kilometres from Surfers Paradise and 100 kilometres from the Brisbane CBD. Figure 3.1 shows the Airport locality plan and Figure 3.2 shows the location of the Airport site in the context of the region.

The Airport is on a coastal plain and includes the Cobaki Broadwater to the south and west, part of which falls within the Airport boundary. The Pacific Ocean lies to the east and Currumbin Hill to the north. The Airport lease occupies 371 hectares. It straddles the border between New South Wales and Queensland, encompassing the local government areas of Tweed Shire Council and the City of Gold Coast, respectively. Gold Coast Airport has dedicated approximately 94 hectares (25 per cent) of the Airport lease area to conservation through the Cobaki Environment Precinct.

KEY
1 Betty Diamond Park and Sports Ground
2 Gold Coast Desalination Plant
3 Tugun Landfill
4 Regional Re-pump Station
5 Cobaki Lake Development
6 GCA NSW Leased Area
7 Tweed Heads West Sewer Works

Figure 3.1 Airport Locality
Gold Coast Airport has expanded to be an award winning international airport.

3.2 HISTORY OF GOLD COAST AIRPORT

Gold Coast Airport has experienced significant changes over the past 80 years. Since its inception as an emergency landing strip in 1936, Gold Coast Airport has expanded to be an award-winning international airport servicing over six million passengers per year.

The Airport was initially used as an emergency landing strip for airmail services aircraft flying between Brisbane and Sydney. Regular passenger services commenced in 1939, with the Airport consisting of three grass landing strips. Regular air services increased through the 1940s and 1950s with services provided by Queensland Airlines, Butler Air Transport and later Ansett/ANA. In 1954 Trans Australia Airlines TAA introduced DC3 flights, followed by Skymasters and Convairs.

The construction of the northern extent of the original terminal was completed in the early 1950s. At this stage passenger movements were approximately 12,000 per year. The runway and taxiways were sealed by 1958. A light aircraft apron, access road and carpark were provided during this time.

The current passenger terminal complex commenced construction in 1980. An upgrade to the primary runway in 1982 allowed for wide-bodied aircraft (B767 and A300) services.

During the first 60 years of operation, the Commonwealth Government owned the Airport. On 1 January 1988 ownership was taken over by the FAC, a Government business enterprise. Government policy changes saw the Airport privatised on 29 May 1998, with QAL being the successful tenderer and taking the role of Airport Leasing Company. In 1999, QAL changed the company name to GCAPL.

During the control of the Airport by QAL and GCAPL there has been a continued program of investment and capital expenditure totalling over $185 million. This investment has included the 2007 runway extension to 2,492 metres and the $100 million purpose-built low-cost carrier terminal. A complete airport development timeframe is shown in Figure 3.3.
1939
First regular passenger services commenced and the airport consisted of three grass strips to handle Regular Public Transport (RPT) aircraft.

1940

1947
Regular air services conducted by Queensland Airlines and Butler Air Transport.

1950

1950
Ansett/ANA provided regular DC3 services.

1958
Runway and taxiways sealed along with the access road, car park and light aircraft apron.

1954
TAA introduce DC3 flights followed by Skymasters and Convairs.

1936
Emergency landing strip

Figure 3.3 Airport Development Timeframe
1980
- Upgrade runway to accept wide-bodied aircraft (B767 and A300).

1981
- T1 terminal construction commences.

1990
- First international flight commence.

1998
- Privatised with Queensland Airports Limited as lessee.

1999
- Name changed from Coolangatta Airport to Gold Coast Airport. Regular NZ services commence.

2000
- T2 Opens. Declared permanent international airport.
- Scoot commence services to Singapore. Qantas resumes domestic services.

2004
- Jetstar domestic services commence. Virgin Blue services to NZ commence.

2007
- Runway extension to 2,492m. Air Asia commence services to Kuala Lumpur. Tiger Airways commence services to Melbourne. Tugan Bypass complete

2010
- Terminal redevelopment completed.

2012
- Scoot commence services to Singapore. Qantas resumes domestic services.

2016
- Services to Hong Kong Commence
- Project LIFT Terminal Redevelopment and Expansion Major Development Plan approved

2018
- 6,158,708 PASSENGERS

2020
- 3,753,193 PASSENGERS
3.3 AIRPORT FACILITIES

Gold Coast Airport has a two runway system comprising the primary 14/32 runway (2,492 metres) and a General Aviation 17/35 runway (582 metres), with associated taxiway and apron areas. Related aviation facilities and infrastructure include a domestic and international terminal complex, public car parks, ground transportation area, air freight facilities, in-flight catering facilities, General Aviation and helicopter facilities, aviation fuel facilities and an air traffic control and fire service complex.

The Airport also houses a new Australian Federal Police Aviation Operations Centre. The facility includes an Emergency Operations Centre, Airport Police Operations Centre, muster rooms and training facilities.

The layout of the major facilities at Gold Coast Airport is shown in Figure 3.4.

3.4 RUNWAYS/TAXIWAYS/APRONS

The primary runway (14/32) handles the majority of aircraft movements. This runway is 2,492 metres long and 45 metres wide with 7.5 metre sealed shoulders. It has a grooved bituminous concrete surface. Runway 14/32 has a partial parallel taxiway with stub taxiway connections to the runway at various locations. Taxiways A, B, C, D, E and K service the primary runway. The secondary (cross) runway (17/35) is used for General Aviation movements. This runway is 582 metres long, 18 metres wide and constructed of bituminous concrete.

A Regular Public Transport (RPT) apron adjoins Terminal 1 (domestic/international services) and Terminal 2 (ancillary support services). These apron areas are made of bituminous concrete and cover an area of approximately 10.8 hectares. The airport also has 3.7 hectares of sealed aprons that service the General Aviation facilities located north of Terminal 2.

3.5 TERMINALS

All domestic and international services operate from the purpose-built common user terminal, Terminal 1. The new terminal was officially opened on 25th January 2010.

The terminal complex provides a range of retail, commercial, food and beverages and transport services. This is in addition to the operational passenger facilities, which include check-in counters, baggage services, outbound/inbound immigration, customs/quarantine, passenger screening, departure lounges and amenities.

Terminal 2 is used for ancillary activities to support Terminal 1.

3.6 FREIGHT

The Airport has the strategic advantage of servicing the northern New South Wales and Gold Coast region.

This strategic advantage includes the ability to accommodate high value and time-sensitive freight.

Freight from all aircraft is unloaded on the applicable apron area and transported by trolleys to the freight handling buildings, which are located to the north of Terminal 1.

3.7 GENERAL AVIATION AND HELICOPTERS

The General Aviation facilities and aprons are located north west of the terminal area and comprise of maintenance facilities, flying schools, hangars and charter operators.

Helicopter operations are conducted from within the General Aviation area.

3.8 SERVICES AND UTILITIES

Water supply services will continue to be obtained from the CGCC system. Internal reticulation will continue to be expanded and maintained by GCAPL as required in accordance with future airport development. GCAPL does not anticipate any upgrading of CGCC water supply systems to accommodate future development within the planning period.

Sewerage services will continue to be obtained from the CGCC system. Internal reticulation will continue to be expanded and maintained by GCAPL as required in accordance with future airport development. GCAPL does not anticipate any upgrading of the CGCC sewerage or associated water supply systems to accommodate future development within the planning period.
For future development proposals, existing and future water supply and sewerage demands will be confirmed to determine whether or not the existing networks can cater for the increased demand or require system upgrades.

Stormwater drainage will continue to be directed into the CCGC and Tweed Shire Council drainage systems via the drainage reserve and other drainage channels in the Airport. The internal drainage network will continue to be expanded and maintained by GCAPL as required in accordance with future airport development.

Pollutant controls are provided and will be augmented consistent with the Environment Strategy as airport development occurs. Due to expanding aviation facilities the drainage reserve will be realigned as part of Project LIFT. It will continue to be the primary drainage path for stormwater drainage from the Airport. This work is being undertaken as part of the approved Project LIFT.

Electricity supply will continue to be obtained from the Energex system. Internal reticulation will continue to be expanded and maintained by GCAPL as required in accordance with future airport development. The Airport’s electrical demand within the planning period indicates additional dedicated feeders from an off-airport substation will be required.

Solid waste disposal and trade waste disposal is provided by private contractors.

Future growth of airport telecommunications services, both wired and wireless, will be directed by GCAPL to ensure fair and equitable access to all carriers, tenants and stakeholders.
**Figure 3.4 Existing Features Plan**

**KEY**

1. Passenger Terminal
2. Apron
3. General Aviation Apron
4. Helicopter FATO
5. Airport Fire Service
6. Control Tower
7. Fuel Compound
8. GSE Storage / Maintenance
9. Freight / Maintenance
10. VOR / DME
11. NDB
12. Fire Training Area
13. Mallaraba Car Park
14. GCA NSW Lease Area

**LEGEND**

- GCA Commonwealth Boundary
- QLD / NSW State Border
- Passenger Terminal
- Carparks (Existing)
- Airside Areas
- Aircraft Movement Areas (Existing)
- Aviation Support
- Aviation Fuel
- Non Aviation
- Southern Cross University
- Landside Areas
- Roads (Existing)
- Airport Drainage

- 1. Passenger Terminal
- 2. Apron
- 3. General Aviation Apron
- 4. Helicopter FATO
- 5. Airport Fire Service
- 6. Control Tower
- 7. Fuel Compound
- 8. GSE Storage / Maintenance
- 9. Freight / Maintenance
- 10. VOR / DME
- 11. NDB
- 12. Fire Training Area
- 13. Mallaraba Car Park
- 14. GCA NSW Lease Area

- National Estate
- Cobaki Broadwater

- Printed on: April 28, 2017

- CAD File: u:\pr-projects\pr276 - gca 2017 master plan\draft mp figures (post cc)\pr276sk018 - a mp - base drawing - existing site facilities.dwg
3.9 2011 MASTER PLAN DEVELOPMENT

Since QAL acquired Gold Coast Airport in 1998, there has been significant and substantial investment in airport infrastructure and facilities at the Airport. Key developments that have commenced or been completed since the 2011 Master Plan include:

- Northern apron pavement overlay and installation of additional fuel hydrants and northern apron walkway
- Taxiway Echo realignment and widening works
- Airport Lighting Equipment Room relocation and upgrade
- Electrical Network Intake Substation
- Installation of an ILS for Runway 14 (in progress)
- Project LIFT terminal expansion and redevelopment (in progress)
- SCU Building C and Car Park (in progress)
- Commissioning of new high-intensity runway edge lighting
- New A330 remote apron
- New four million litre Joint User Hydrant Installation (JUHI) facility
- Completion of the new Ivy Pearce Building, a three-storey commercial building hosting Australian Federal Police
- Eastern Avenue car park upgrade and long-term car park expansion
- Completion of the redevelopment of Air Gold Coast facility in the General Aviation area
- Redevelopment of Chopperline facility in the General Aviation area.

Terminal Expansion (Project LIFT)

Project LIFT is an expansion and redevelopment of the existing terminal building, addition of RPT apron parking stands and realignment of the Airport’s main drainage reserve. The redevelopment will increase the Airport’s terminal and apron capacity to meet forecast busy-hour demand.

Instrument Landing System (ILS)

The ILS MDP was approved in 2016. The ILS will improve the reliability of landings in adverse weather and improve regularity of service.

The ILS is a precision, radio navigation, ground-based aid adopted by airports and airlines worldwide. It allows aircraft to approach and land in weather that would otherwise result in a missed approach and possible diversion to another airport.

Southern Cross University (SCU)

Building C and an at-grade car park within the SCU campus completed construction in 2017. The campus currently consists of two buildings, Building A and Building B. Building C is a six-storey building designed to accommodate a lecture theatre, Learning Centre/Personalised Learning Environment space, general purpose learning rooms, offices and presentation areas.
3.10 ROLE OF GOLD COAST AIRPORT

Gold Coast Airport has a strategic position as the only airport between Brisbane Airport to the north and Sydney Airport to the south with international flights. As a regionally located airport it provides an important hub for regional domestic-only airports. It offers cost effective and convenient flights that provide connections to international destinations for communities located outside the catchment of a capital city airport.

Gold Coast Airport is one of four airports under the control of QAL. These airports are Townsville, Mount Isa and Longreach and they provide an important network of major city and regional services, which are relied upon by customers. QAL is proud of the role they have supporting air travel services.

As the international popularity of the Gold Coast and northern New South Wales region grows, the importance of the Airport will increase as a strategically significant gateway. It is Gold Coast Airport’s aim to ensure that visitors, local residents and business travellers have an exceptional experience whenever they travel to and from south east Queensland or northern New South Wales via the Airport.

3.11 FLIGHT DESTINATIONS

Qantas, Jetstar, Virgin Australia, Tigerair and Jetgo provide domestic services from Gold Coast Airport. Jetstar International, Virgin Australia, AirAsia X, Air New Zealand, Scoot and Hong Kong Airlines provide international services. Gold Coast Airport now has flights to every capital city in Australia outside Queensland. Direct destinations serviced include those listed in Table 3-1 and depicted in Figure 3.5.

<table>
<thead>
<tr>
<th>Airline</th>
<th>Destination</th>
</tr>
</thead>
<tbody>
<tr>
<td>Domestic</td>
<td></td>
</tr>
<tr>
<td>Qantas</td>
<td>Sydney, Melbourne</td>
</tr>
<tr>
<td>Jetstar</td>
<td>Adelaide, Perth, Cairns, Sydney, Melbourne</td>
</tr>
<tr>
<td></td>
<td>(Avalon &amp; Tullamarine), Newcastle</td>
</tr>
<tr>
<td>Virgin Australia</td>
<td>Adelaide, Sydney, Canberra, Melbourne (Tullamarine)</td>
</tr>
<tr>
<td>(domestic)</td>
<td></td>
</tr>
<tr>
<td>Tigerair</td>
<td>Sydney, Melbourne (Tullamarine)</td>
</tr>
<tr>
<td>Jetgo</td>
<td>Rockhampton</td>
</tr>
<tr>
<td>International</td>
<td></td>
</tr>
<tr>
<td>Jetstar International</td>
<td>Tokyo and Osaka, Japan</td>
</tr>
<tr>
<td></td>
<td>Auckland, Christchurch, Wellington and</td>
</tr>
<tr>
<td></td>
<td>Queenstown, New Zealand</td>
</tr>
<tr>
<td>Virgin Australia</td>
<td>Auckland, New Zealand</td>
</tr>
<tr>
<td>(international)</td>
<td></td>
</tr>
<tr>
<td>AirAsia X</td>
<td>Kuala Lumpur, Malaysia</td>
</tr>
<tr>
<td>Air New Zealand</td>
<td>Auckland and Christchurch, New Zealand</td>
</tr>
<tr>
<td>Scoot</td>
<td>Singapore</td>
</tr>
<tr>
<td>Hong Kong Airlines</td>
<td>Hong Kong</td>
</tr>
</tbody>
</table>
Figure 3.5 Destinations Serviced by Gold Coast Airport
Gold Coast Airport facilitates tourism, trade and economic activity.

3.12 ECONOMIC AND REGIONAL SIGNIFICANCE

Gold Coast Airport is a hub that facilitates tourism, trade and economic activity. It lies in one of the fastest growing areas in Australia, being the south east Queensland and northern New South Wales coastal strip. The Airport occupies a strategic position in Australia’s premier tourist regions. It is 19 kilometres from Surfers Paradise, and within an hour drive from Brisbane in Queensland and 45 minutes from Byron Bay in northern New South Wales.

Gold Coast Airport is a significant infrastructure asset to south east Queensland and northern New South Wales. It acts as a gateway to the region for domestic and international visitors and provides air access to the local community.

GCAPL commissioned an independent report to undertake a Community Economic Impact Assessment to identify the direct and indirect (multiplier) employment and Gross Regional Product of the planning period for the Master Plan. This assessment identified the impacts at the regional level for Gold Coast and Tweed.

Economic Contribution

The Community Economic Impact Assessment identified Gold Coast Airport and its associated aviation and businesses has contributed an estimated $545 million to the regional economy in 2016, having grown significantly from $269 million in 2009/2010. In 2016 tourism facilitated by the Airport had contributed an estimated $1.25 billion, making the total economic impact on the Gross Regional Product to be approximately $1.8 billion. This represents 5.7 per cent of Gross Regional Product in the region. The combined economic contribution of Gold Coast Airport to the New South Wales and Queensland state economies is $2.9 billion in Gross State Product.
Five-year Impact

The five-year impact of the Master Plan sees an increase of the Airport’s direct operations contribution to the region of $818 million (Table 3-2). Gold Coast Airport is expected to contribute $2.5 billion to the region by 2022 (Table 3-3).

Twenty-year Impact

By 2037, direct Gold Coast Airport operation’s contribution to the Gross Regional Product is expected to increase to $2.3 billion (Table 3-2). Total Economic Contribution of Gold Coast Airport to the region is expected to increase to $5.6 billion (Table 3-3).

Table 3-2  Direct Economic Contribution of Gold Coast Airport Operations to the Region

<table>
<thead>
<tr>
<th>Year</th>
<th>2016</th>
<th>2022</th>
<th>2027</th>
<th>2032</th>
<th>2037</th>
</tr>
</thead>
<tbody>
<tr>
<td>Impact of Gold Coast Airport on Gross Regional Product ($m)</td>
<td>545</td>
<td>818</td>
<td>1,100</td>
<td>1,600</td>
<td>2,300</td>
</tr>
</tbody>
</table>

Table 3-3  Total Economic Contribution of Gold Coast Airport to the Region (operations, gross tourism and investment)

<table>
<thead>
<tr>
<th>Year</th>
<th>2016</th>
<th>2022</th>
<th>2027</th>
<th>2032</th>
<th>2037</th>
</tr>
</thead>
<tbody>
<tr>
<td>Impact of Gold Coast Airport on Gross Regional Product ($m)</td>
<td>1,800</td>
<td>2,500</td>
<td>3,300</td>
<td>4,300</td>
<td>5,600</td>
</tr>
</tbody>
</table>

Employment Levels

Gold Coast Airport is one of the largest employers in the region. It is estimated that Gold Coast Airport and businesses operating directly from it employ 2,252 people, of which 2,037 are in full-time jobs.

Due to the tourism base of the region, Gold Coast Airport services a significantly large proportion of general tourism traffic. Through facilitation of tourism, the Airport supports 14,740 full-time jobs, representing 6.8 per cent of employment in the region.

38,012 Jobs in the region by 2037
Five-year Impact

The five-year impact of the Master Plan sees an increase of the Airport’s direct employment to 3,463 jobs, of which 3,108 are full-time, refer Table 3-4. Through facilitation of tourism, the Airport is expected to support 19,914 full-time jobs in the region.

Twenty-year Impact

It is estimated that by 2037 Gold Coast Airport and businesses operating directly from it will provide 8,995 full-time jobs, refer Table 3-4. Through facilitation of tourism, the Airport is expected to support a total of 38,012 full-time jobs in the region.

3.13 COMMUNITY AND STAKEHOLDER ENGAGEMENT

Gold Coast Airport understands the importance of the community they serve. As the second largest airport in both Queensland and New South Wales, Gold Coast Airport is committed to fostering relationships in the community and growing employment in the region.

Gold Coast Airport has demonstrated a strong commitment to community consultation. It will continue to take a proactive approach in communicating with key stakeholders, local community, businesses and industry partners and state and Federal Government representatives.

Recognising the integral role the community plays to ongoing success, Gold Coast Airport continues to be recognised as a responsible employer of choice and prominent community member through ongoing support, employee services, consultation and sponsorship.

Gold Coast Airport interacts with the community through the CACG and ANACC providing regular updates to these groups. The CACG is the primary community consultation forum for the Airport covering all areas of airport development activity. The ANACC focuses on aircraft noise issues in the local community and delivers information on community aviation noise concerns.

Supporting Our Community

Gold Coast Airport is a dedicated supporter of local charity, community, tourism, arts and sporting organisations. Together with QAL, Gold Coast Airport distributes more than $500,000 in sponsorship donations throughout Queensland and northern New South Wales each year.

Gold Coast Airport engages with local communities and organisations through the Gold Coast Airport Community Benefit Fund and charitable partnerships that include the Royal Flying Doctor Service, Movember Foundation, Lifeflight and Currumbin Wildlife Sanctuary Animal Hospital.

Gold Coast Airport also provides sponsorship support to the arts, culture, tourism and professional sporting leagues in the region’s communities; a selection of which include:

» Gold Coast Airport Marathon
» Bleach Festival
» Tweed Cooly Rocks On
» SWELL Sculpture Festival
» Community Helicopter Rescue Service
» TASTE of Kingscliff
» Opera on the Beach.

<table>
<thead>
<tr>
<th>Table 3-4</th>
<th>Direct Employment at Gold Coast Airport</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>2016</td>
</tr>
<tr>
<td>Direct employment at Gold Coast Airport (full-time equivalent)</td>
<td>2,037</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Table 3-5</th>
<th>Contribution to Regional Employment to 2037</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>2016</td>
</tr>
<tr>
<td>Contribution to employment in the Tweed and Gold Coast region (FTE)</td>
<td>14,740</td>
</tr>
</tbody>
</table>
Sponsorship and community programs are aimed at forming active and mutually beneficial relationships with organisations and communities, not merely through financial support but also through contributing and transferring skills, expertise, and knowledge.

Gold Coast Airport seeks to give back to the community that it services and will continue to support the rich and diverse community and cultural events in the region.

Community Aviation Consultation Group

A local CACG was established in 2011 to help facilitate greater community consultation, particularly on planning and development activities on the Airport. The CACG membership spans a diverse cross-section of the south east Queensland and northern New South Wales communities. These include aviation and government officials, tourism and business leaders and local community representatives. The CACG is used to exchange information on issues relating to Gold Coast Airport operations and their impacts.

The CACG is for consultation purposes only and is not a decision-making body. It provides updates to community members and industry representatives and seeks feedback on:

- Airport development activities (including the Airport Master Plan)
- Airport environment initiatives (including the Airport Environment Strategy)
- New airport activity (such as new services) or changes to aviation services
- Planning, regulatory and policy changes affecting the Airport
- Changes to airport facilities
- Access issues including for people with special needs
- Economic contributions of the Airport (including the Airport Community Economic Impact Assessment).

Reports are also provided to the CACG from government departments including the DIRD, Airservices Australia and CASA when required.

Airport Noise Abatement Consultative Committee

Gold Coast Airport established the ANACC to communicate with the local community, focusing particularly on noise abatement strategies and aircraft noise issues in the local community. The ANACC consists of representatives endorsed by local community groups, aviation representatives and government representatives. GCAPL is committed to working with Airservices Australia (the entity responsible for monitoring aircraft noise) to provide ongoing and timely engagement with the local community on aircraft noise issues.

The purpose of the ANACC is to support the CACG with technical input and expertise. The ANACC considers matters generated from operations associated with Gold Coast Airport. Where appropriate, it makes recommendations to the appropriate authority and/or the CACG. The matters may include:

- Aircraft noise complaints and handling
- Revision, implementation and adherence to Aircraft Noise Abatement Procedures
- Revision, implementation and adherence to flight paths
- Aircraft noise and flight path monitoring system (NFPMS) information
- Airport master planning including ANEF
- Public information and education programs about noise related aspects of aircraft operations.