Gold Coast Airport

MEDIA RELEASE

Wednesday 16 May 2012

GOLD COAST AIRPORT MASTER PLAN APPROVED

Gold Coast Airport Pty Ltd (GCAPL) has welcomed the Federal Government's approval of its 2011 Airport Master Plan.

Since the approval of its last Master Plan in 2006, Gold Coast Airport has become Australia's fastest growing airport. It is the fifth busiest international airport in Australia and the sixth busiest airport overall.

Gold Coast Airport currently has more than five million passenger movements per year. By 2031, Gold Coast Airport is forecast to have 16.3 million passenger movements (14 million domestic and 2.3 international passengers).

Gold Coast Airport Chief Operating Officer Paul Donovan said the approval of the plan is welcomed news.

"The approval of the Master Plan by the Federal Minister for Infrastructure and Transport the Hon. Anthony Albanese MP is important as it means the Airport's plan meets a rigid framework outlined by the Government.

"The Master Plan provides a guide to the development of airport facilities, infrastructure and land uses to meet the future requirements of the aviation industry and the community we serve for the next twenty years.

"It particularly focuses on the development required over the next five years.

"Gold Coast Airport is a significant economic generator for the communities in the South East Queensland and Northern New South Wales regions, and also acts as a gateway to the region for domestic and international visitors as well as providing air access for the local community.

"We are committed to working with all our airline partners, the tourism industry and local business to develop the network of routes and services to and from Gold Coast Airport to service the South East Queensland and Northern New South Wales regions," Mr Donovan said.

Seventy-four per cent of passengers passing through Gold Coast Airport are visitors to the region and by 2016/2017 Gold Coast Airport will facilitate 2.61 million tourist visitors (excluding locals) annually to the region who are expected to spend $2.17 billion in the local economy. In the next twenty years this figure will increase to 5.47 million visitors expected to spend $4.53 billion in the local economy.

"We will continue to work closely with and consult with our local community, taking a proactive approach to delivering world class aviation facilities with an integrated ground transport system that considers the road network, parking, public transport and pedestrian and cycling access to create a dynamic transport hub for the region.

"Consistent with our previous Master Plans we will again maintain a commitment to preserving approximately twenty five per cent of the airport lease area for conservation through the Cobaki Environment Precinct," Mr Donovan said.

Compared to the 2006 Master Plan, this Master Plan incorporates the following changes:

- While the land use plan remains consistent in relation to the nominated precincts (Runway Precinct, Terminal Precinct, General Aviation Precinct, Western Enterprise Precinct, Cobaki Environment Precinct) and their general areas, there will be a change of use within the Terminal Precinct with the area nominated in 2006 as a "Business Park" now changed to aviation use (as opposed to non-aviation use) to accommodate forecast increase in demand for aeronautical facilities;
- A proposed relocation of the landing threshold on runway 32 by approximately 310 metres to the south along the existing runway length, during the first five years of the Master Plan. This proposed relocation of the threshold will allow aircraft to make use of the existing full runway length. It does not involve extending the runway itself. GCAPL will work closely with Airservices Australia and consult extensively with the community through the GCA Community Aviation Consultation Group (CACG) and the Airport Noise Abatement Consultative Committee (ANACC) on this proposed relocation.

As with previous Master Plans, the 2011 Master Plan again includes the following concepts:

- Future provision for a possible rail terminus either adjacent to the main terminal which would be incorporated into a multi modal transit centre;
- Development of improved vehicular access from the Gold Coast Highway by provision of upgraded entry and exits;
- Continued protection of land to the south for future airport development.

Under the *Airports Act 1996*, GCAPL is required to prepare and publish an Airport Master Plan that includes the Environment Strategy every five years.

This Master Plan has been prepared as per the planning framework prescribed in the *Airports Act 1996* and the *Airports Amendment Bill 2010* that was put into effect following the release of Federal Government's National Aviation Policy White Paper *"Flight Path to the Future"* in December 2009.

The approval of the Gold Coast Airport Master Plan does not authorise any major development on the airport. Such developments require additional community consultation and approval by the Federal Government through the Major Development Plan process.

ENDS

For more information please contact:

Melissa Pearce
Communications Manager
Ph: 07 5589 1196
Mb: 0408 606 802