Application Stage Draft

Date Started: 08-Apr-2026 01:25:02

Airport Name

Sunshine Coast Airport

Application ID

Created By

Amanda Pummer

Current Accreditation Level

Level 3+

Selected Accreditation Level

Level 3+ • Renew

1.1 General Details

Reporting Period	Please select an answer. Other Period
Reporting Period Start	Please choose a date. 2024-07-01
Reporting Period End	Please choose a date. 2025-06-30
Reporting Year of GHG Inventory	Answer 2025
Verifier	Answer -

Invoice Details

Should this application be invoiced individually or together with applications of other airports?

Please select an answer

Individual Invoice

Invoice

Sunshine Coast Airport

Invoice Description

Invoice Details

Company Name

Sunshine Coast Airport

Invoice Address Line 1

10 Electra Lane

Invoice Address Line 2

-

Email

amanda.pummer@sunshinecoastairport.com.au

State

Queensland

City

Marcoola

Postal Code

4557

For the attenuation of

accounts@sunshinecoastairports.com.au

Phone Number

+61422877162

Reference / Purchase Order number

Yes

Notes / Specific Requirements

-

VAT / Tax ID Number

80884271876

2.1 Policy Commitment

Please indicate where the policy is available. Provide a link to the web-site where it is available online.

Answer

https://www.sunshinecoastairport.com.au/corporate/community-and-environment/environment-sustainability/

3.1 Organisational Boundary

Businesses and operations	Answer For the reporting period Sunshine Coast Airport (SCA) has been wholly owned by Palisade Investment Partners Pty Ltd. Palisade Investment Partners continue to strive for Carbon Neutrality, with future aspirations to achieve Level 4 and 4+ certifications. The organisational boundary for which the carbon footprint has been calculated relates to SCA owned property or rental properties where SCA has operational control. These include: * Sunshine Coast Airport terminal * Sunshine Coast Airport Management Office * Sunshine Coast Airport runways, taxiways, aprons, visual aids, internal access roads and serviced land; and * Sunshine Coast Airport public car park.

3.2 Operational Boundary

Emission Source	Scope	Department responsible
Stationary sources: Three generators, one mower.	1	Sunshine Coast Airport Operations Team (under Manager Airport Operations in Fig.3 in attached Carbon Footprint Report)

Emission Source	Scope	Department responsible
Mobile (transport) sources: Six fleet vehicles, one tractor.	1	Sunshine Coast Airport Operations Team. Servicing of vehicles is outsourced to various mechanical businesses according to the make of the vehicle.

Emission Source	Scope	Department responsible
Refrigerant leakage: Four refrigerators, one cold room, eleven large ducted air conditioning systems and eleven minor stand-alone air conditioning systems.	1	Sunshine Coast Airport Operations Team are responsible for procuring electricity contracts for Sunshine Coast Airport. SCA Operations Team are responsible for electricity sub meters for tenants. The Aviation and Commercial Team are responsible for invoicing SCA tenants for electricity usage. SCA's Aviation and Commercial Team are also responsible for managing tenants' leases. SCA's Operations Team are responsible for the maintenance of the runways, taxi ways, aprons and internal access roads. SCA Infrastructure & Planning team are responsible for capital works, including building works.

Emission Source	Scope	Department responsible
Mobile Sources: Sunshine Coast Airport staff business travel	3	SCA's CEO and SCA's Operation Team influence staff business travel and travel in airport vehicles for business purposes.

Emission Source	Scope	Department responsible
Aircraft: The ground movement of aircraft as well as aircraft engine start-ups to idle (run ups), engine, reverse thrust, taxiing, APU and PCA.	3	SCA Operations Team can influence aircraft operators.

Emission Source	Scope	Department responsible
Stationary Sources: Firefighting exercises and flares currently in the control of another party.	3	SCA Aviation and Commercial Team and Operations Team can influence the contractors, tenants and other third parties.

Emission Source	Scope	Department responsible
Mobile Sources: Staff travel in their own vehicles (commutes). Third party owned vehicles. Passenger surface access.	3	Sunshine Coast Council's Environment and Sustainability Policy Branch and Waste Resource Management Branch (within the Livability and Natural Assets Dept) can influence emissions from airport waste in landfill as well as waste collection services.

Emission Source	Scope	Department responsible
Infrastructure: Grid power and fuel purchased and used by suppliers, couriers/delivery services, taxis, rental cars etc.	3	Grid power and fuel consumed by airport tenants and SCA can be influenced by SCA's Aviation and Commercial Team. Installations/ renovations/upgrades can be influence by SCA Infrastructure and Planning Team and Operations Team.

Emission Source	Scope	Department responsible
Aircraft: Movement and actions of aircraft before and after being on the ground (LTO cycle- approach, landing, take off, climb and cruise).	3	Movement and actions of aircraft before and after being on the ground (LTO cycle - approach, landing, take off, climb and cruise).

Emission Source	Scope	Department responsible
Stationary Sources: Tenants LPG, grease and combustion of other oil product.	3	SCA Aviation and Commercial Team and Operations Team can influence the contractors, tenants and other third parties.
Process emissions: On site waste management and water waste management currently in the control of other parties (ie. tenants). Management of waste.	3	On site waste management and water waste management currently in the control of other parties (ie. tenants). Management of waste from the airport in landfills (off site).
Infrastructure: Grid power and fuel consumed by airport tenants and SCA. Installations/ renovations/ upgrades by subcontractors.	3	Grid power and fuel consumed by airport tenants and SCA. Installations/ renovations/upgrades by subcontractors.

Excluded Emission Sources

Emission Source	Estimated % of total GHG Inventory	Reason of Exclusion
LPG used by tenant	0	LPG use is only by one tenant (Scope 3) and usage is negligible. It has therefore been excluded from this footprint.
Greases and combustion of other oil-based products for the servicing of SCA vehicles and equipment.	0	The use of greases and combustion of other oil based products by SCA is also negligible as the servicing of SCA's vehicles and equipment is

carried out by a third party for very small number of vehicles and equipment.

Emission Source	Estimated % of total GHG Inventory	Reason of Exclusion
Emissions from Firefighting exercises and flares.	0	Emissions from fire-fighting exercises and flares are not measured as these exercises are attended by staff from a third party who supply the service to multiple airports. The exercises occur outside SCA's geographic boundary.

Emission Source	Estimated % of total GHG Inventory	Reason of Exclusion
Paper used in SCA's administration.	0	Paper has been measured and is negligible as digitalisation of administration continues.

Emission Source	Estimated % of total GHG Inventory	Reason of Exclusion
There are no boilers, furnaces, turbines, heaters, incinerators, engines or process emissions other than those Scope 1 emissions described above "operational boundary".	0	Do not exist.

3.3 Methodology

Do you want to change the methodology?	Please select an answer No
Do you operate in a market with access to contractual agreements?	Please select an answer Yes

Do you use contractual agreements to calculate your GHG Inventory?	Please select an answer No
Please explain what emission factor you have used to calculate your market based scope 2 GHG Inventory.	Answer -
Reporting Method	Answer Location Based and Market Based
Please choose the reporting method for your target	Please choose the reporting method for your target Market Based
What is the chosen Emissions Improvement Metric for the airport?	Answer Intensity
Please specify the reference unit the airport has chosen	Answer Passengers
What is the reason for the chosen Emissions Improvement Metric?	Answer CO2/Passenger is seen as a common measure for airports. SCA have adopted it as a means of measuring data on a like for like basis over time as a way of measuring the efficiency of the operation on a per passenger basis. Bench marking against other similar airports is also possible.
Does the GHG Inventory account for at least the following greenhouse gases: CO2, CH4, N2O, HFCs, PFCs, SF6 and NF3?	Please select an answer Yes
Please describe the process you followed to conduct internal quality control of the GHG Inventory.	Answer Senior Environmental Advisor selects random source of emissions for audit trail evidence from purchase order approvals

in Netsuite, to invoice accuracy to carbon calculations included in the inventory. Group Accountant also provides secondary financial approval checks via Netsuite processes and when required, the use of a certified verifier is used for any major changes. In addition, the Basis of Preparation for Carbonsuite shows the quality control and audit trailability of GHG inventory within Carbonsuite/Netsuite/Oracle carbon accounting software.

3.4 Structural Changes

Has there been a structural change in the GHG Inventory reporting year?	Please select an answer No

3.5 Calculations

Year of GHG Inventory data used in this application	Answer 2025

Scope 1 & 2

Scope 1 Emissions

2022	2023	2024	Application Year
110.1	126.3	115.79	130.1

Scope 2: Location Based Emissions

2022	2023	2024	Application Year
3,886.2	3,996.2	4,641.34	1,665.89

Scope 2: Market Based Emissions

2022	2023	2024	Application Year
3,886.2	3,996.2	4,641.34	1,665.89

Benchmark Reference Unit (Passengers or Traffic Units)

2022	2023	2024	Application Year
824,099	1,625,570	1,889,334	1,634,366

Total Scope 1 & 2 Location-based

2022	2023	2024	Rolling Average	Application Year	Reduction Achievement
3,996.3	4,122.5	4,757.13	4,291.976667	1,795.99	Yes

Location-based Intensity Emissions

2022	2023	2024	Rolling Average	Application Year	Reduction Achievement
0.004849	0.002536	0.002518	0.003301	0.001099	Yes

Total Scope 1 & 2 Market-based

2022	2023	2024	Rolling Average	Application Year	Reduction Achievement
3,996.3	4,122.5	4,757.13	4,291.976667	1,795.99	Yes

Market-based Intensity Emissions

2022	2023	2024	Rolling Average	Application Year	Reduction Achievement
0.004849	0.002536	0.002518	0.003301	0.001099	Yes

Scope 3

Total Scope 3 Emissions

2022	2023	2024	Application Year
14,878	18,036	26,034	25,443

Aircraft emissions

Answer
15,925

Business Travel

Scope 3 Business travel

Answer
42.48

Scope 1 & 2 + Scope 3 Business Travel

Answer
1,838.47

Documentation

GHG Inventory Report

Uploaded Documents

fy25-ghg-inventory-1-may-26-emissionsbyacacategory-TEnkkYsc.xlsx
20.20KB
View

Have you used the ACERT spread sheet to calculate your GHG Inventory?

Please select an answer
Yes

Please list which parts of your GHG Inventory were calculated using ACERT

Answer
Aircraft LTO and APU emissions, SCA Airport Scope 3.

ACERT or other emissions calculations tools.

Uploaded Documents

scb-pace-flight-emissions-copy-of-acert-fy25-sca-j2qjPvkU.xlsx
View

1.46MB

copy-of-summary-for-upload-flight-emissions-fy-25-tSLwCpQ6.xlsx
481.69KB
View

4.1 Scope 1 & 2

Target Achievement Progress

Base Year

Year	Emissions (tCO2e)	Reduction
-	0	-

Current Year

Year	Emissions (tCO2e)	Reduction
2025	0.001099	-∞%

Target Year

Year	Emissions (tCO2e)	Reduction
0	NaN	0%

Target Settings

Do you want to request a change of target?	Please select an answer No

4.2 Scope 3

A scope 3 target at your accreditation level is voluntary, would you like to set one?	Please select an answer No

5.1 Carbon Management Plan

Has your Carbon Management Plan been updated every 3 years?	Please select an answer Yes
What format is your Carbon Management Plan in?	Answer document
Please upload your Carbon Management Plan	Uploaded Documents sunshine-coast-airport-roadmap-final-27-nov-142pm-QB0TXAVG.pdf 2.02MB View
Please indicate which Board Committee or other Executive Body has overall responsibility for climate change matters and explain who has day-to-day responsibility.	Answer Overall responsibility for climate change matters is the SCA CEO and the General Manager of Operations. The CEO and the Airport Board have noted the Net Zero Carbon Roadmap. Carbon management is a standard agenda item set within the Bimonthly Board Meetings, which captures ESG KPI's including emission reduction initiatives. Environmental reporting also includes trends and opportunities for improvement to reach roadmap targets. The SCA Business Plan, ESG Framework and ESG Implementation Plan contain specific strategies for carbon reduction. Environment matters in the ESG framework are managed day - to - day by the Senior Environmental Advisor who

reports to the General Manager of Operations. Alongside the above responsibilities, Palisade Partners Pty Ltd collect annual Environmental, Social and Governance (ESG) data for auditing purposes. An updated Environmental Management Plan (EMP 2025) have aligned the framework with ISO 14001 and No non-compliant activities have been reported. Internal annual compliance audits will continue of the EMP. New sustainability reporting of energy, water, waste in relation to the circular economy will begin FY26 in solar generation, water re-use and diversion of waste from landfill and further development will continue to align sustainability reporting with financial disclosures. Climate-related Risk reports have also been commissioned to inform the Board in 2023. SCA reports annually against ESG framework targets to understand performance and to inform future planning.

Self Assessment and Auditing: Please explain how your airport tracks progress and identifies areas of improvement or the need for corrective action with regards to carbon management.

Answer

Regular meetings are held between the Operations Manager, General Manager, Senior Environmental Advisor and the ESG Committee to review the achievement of targets set within the Environmental Management Plan and ESG framework. Scope 1 and Scope 2 emissions are reported on a monthly basis through financial end of month reporting to the Senior Environmental Advisor with purchased electricity alerts to any high variation of consumption to the terminal reported automatically via the smart-metering monitoring software systems. The Carbon Management Plan includes a replacement of diesel fuelled Operation vehicles with hybrid (emergency) or fully electrified vehicles at the expiry of each lease from June

2026. SCA regulates the use of business travel to reduce flight emissions, fuel emissions and encourages online meetings. Regular meetings with Airport Operations and Asset managers provides updates and assist prioritise capital projects for energy reduction in HVAC, generators, solar, batteries and electrification of the airport overall. The SCA Carbon Roadmap is updated annually or required with changes to airport operations, changes to legislation, changes in climate science knowledge or understanding, changes to ACA standards and or changes to carbon accounting methodology.

6.1 Stakeholder Engagement Plan

What format is your Stakeholder Engagement Plan in?

Answer

document

Please upload your Stakeholder Engagement Plan here

Uploaded Documents

sca-aca-level-3-participation-plan-oS7ijaWB.docx

68.42KB

View

Please explain how carbon emissions reduction targets, reduction initiatives and performance are communicated to relevant internal and external stakeholders.

Answer

We have 4 x stakeholder groups: Key Partner (KP), Strategic Influencer (SI), Engaged Stakeholder (ES) and Wider Stakeholder Group (WS). Our Net Zero Carbon Roadmap and ESG Strategy targets have been developed with and closely shaped by our Key Partner stakeholders. Strategic Influencers with decision-making influence are engaged at key milestones. Our Engaged Stakeholders with strong interest in particular initiatives value more regular updates and opportunities to contribute at community, online and national levels. Our Wider Stakeholder Group is kept informed through general communications and public updates. The methods we use to engage stakeholders also differ: KP - Ongoing collaboration and shared initiatives, SI - Targeted engagement at key decision points, ES - Regular outcomes, consultation and feedback and WS - General communication and public reporting.
Actions include:
* Cadence of meetings held with KP, SI and ES stakeholders
* Presentations to community groups on airport updates including ESG initiatives we have implemented
* Presentations to business groups on airport updates including ESG initiatives we have implemented
* Updates across social media platforms
* Updates on SCA website
* Media activities to promote initiatives including filming key project progress (ie. frog translocation)
* Advocate to state govt for improved public transport connectivity through submissions
* Partner with key providers to reduce waste and improve recycling (and promote this across key channels) ie. Containers for Change, Simply Cups recycling, Coffee Grinds to compost and Garden waste to landscaping.

7.1 Carbon Offsets

Offset Details

Please choose which standard the

Please name the type of offset project purchased offsets are validated by

Verified Carbon Standard

Cleaner Cooking Solutions Program VCS 2409

Please indicate the amount of tonnes of CO2 that you have offset:

1,929

Did you purchase reduction or removal credits?

Reduction

Please provide the link to the public registry where the offsets are retired under the airport's name:

https://registry.verra.org/app/projectDetail/VCS/2409

Total amount of Offset Credits Purchased

Answer

1,929

Emissions to be offset

Answer

1,838.47

Offset Compliance

Answer

Yes

Please upload here your offset certificates

Uploaded Documents

Please provide the link to where you have publicly uploaded the required offsetting information on your website:

Answer

https://www.sunshinecoastairport.com.au/corporate/community-and-environment/environment-sustainability/

Has the methodology been rejected by ICVCM?

Please select an answer

No

Do the offsets have a vintage (the year the actual emission reduction or removal happened) of preferably up to three years but no more than five years prior to

Please select an answer

Yes

the year of application to Airport Carbon Accreditation, regardless of the date of issuance of the offset?

8.1 Additional Documents

Uploaded Documents

sca-carbonsuite-basis-of-preparation-dxlY565C.docx

199.87KB

View