



Busselton Margaret River Airport

Introduction

The BMRA's passenger numbers have increased tenfold over the past decade, growing from less than 15,000 passengers in FY2013 to over 190,000 passengers in FY2025. BMRA currently supports 38 FIFO flights a week, six passenger services a week between Melbourne and Sydney and three flights a week to Perth. There are plans to develop the airport to enable other destinations including Brisbane, Adelaide and Singapore and attract freight and other aviation services to the area. Surrounding the airport is extensive industrial and commercial land in the process of being developed.

Passenger Numbers and Capacity

Passenger forecasts detailed in the BMRA Master Plan (2024), based on unconstrained demand within the BMRA catchment, show that on a low growth scenario, passenger numbers are projected to increase to be around 550,000 annually by 2033. On an expected growth trajectory passenger demand will reach approximately 730,000 passengers per annum over the next two decades if capacity constraints are addressed.

The BMRA has already reached its capacity limits during peak periods, with an inability to service two aircraft simultaneously and considerable impact on functionality and amenity for airport users. The existing terminal has capacity for approximately 200 people at any one time. Peak periods have up to 400 passengers with little or no contingency to deal with aircraft delays or scheduling conflicts. Aircraft scheduling challenges due to unforeseen circumstances could result in risks of overcrowding and apron bay conflicts.

New Terminal Required

A new terminal is required to enable the BRMA to meet future demand and to enable the whole region to capitalise on the economic opportunities this will provide. Delays in achieving the new terminal construction will constrain the BMRA's ability to realise forecast growth in demand for services, particularly for mid-week services where competition for slots is evident and airlines have limited flexibility for scheduling.

Without a new terminal the BMRA will not be in a position to capitalise on predicted demand for high value, high impact growth in international services that were projected to be realised from 2028.

Economic Benefits

Investment in an international airport terminal will strengthen supply chains into international markets for primary industries in the South West region, particularly for seafood, dairy, beef and lamb producers and processors. Supporting the delivery of international flights from BMRA presents the opportunity to introduce air freight logistics and boost export industry efficiencies by reducing the need for export products to be transported by road from the South West to Perth Airport.





The Busselton Margaret River Airport (BMRA) development project was completed in 2018 with construction of airside and landside infrastructure to enable domestic and international air services to destinations such as Melbourne, Sydney, Singapore, Kuala Lumpur, Denpasar and China

The current infrastructure at the BMRA comprises:

- Airport Precinct 206 Ha – City Freehold
- Runway 2460m (TODA 2520m) x 45m
- Runway strength capable for - A330, B787, A320, B737 capability
- 4 x Code C and 4 x Code E parking bays with connecting stub taxiways
- Terminal building with 200 passenger capacity
- New GA Precinct with 38 hangar lots
- Jet A1 and Avgas fuel facility
- 690 public car parking bays
- 7 development ready serviced commercial and industrial lots
- DFES fire fighting base; RFDS facility
- BMRA is the South West Region Airport Hub servicing 12 Local Government areas

2013 - 15,000

Number of passengers

2025 - 190,000

Number of passengers

2043 - 730,000

Projected number of passengers



Current Operations

- 38 closed charter FIFO services/week
- 9 RPT services / week (Sydney, Melbourne and Perth)
- RFDS flights (309 flights in 2024)
- SLSWA helicopter beach and surf patrols
- DFES Firefighting Large Air Tanker and Helicopter operations
- General Aviation
- Busselton Aero Club
- Facilitates 8 – 12 movements per hour
- Sydney and Melbourne passenger loads average consistently > 80% since commencing in 2022



Growth to date

Year	FIFO / RPT flights per week	Aircraft (order most frequent to less)	Movements	Total Pax
2018/19	10 FIFO	F100	6,384	26,496
2019/20	15 FIFO	F100 / A320	6,534	26,861
2020/21	20 FIFO	F100 / A320	8,522	40,798
2021/22	30 FIFO / 3 RPT	F100 / A320	10,372	69,120
2022/23	32 FIFO / 3 RPT	F100 / A320 / B737	10,638	135,700
2023/24	34 FIFO / 6 RPT	A320 / B737 / F100	11,559	156,095



BMRA New Terminal Concepts



Future Planning

The BMRA Master Plan was completed in January 2024. This sets out a phased approach to enhancing capacity and expanding services at the BMRA. Objectives for each of the phases include:

Phase 1: 2023 – 2028

- New terminal construction adjacent to the Southern Apron
- Increased interstate RPT flights to Brisbane
- Passenger numbers to increase from 200, 000 to 450,000
- Number of services projected to increase from 10, 638 to 13, 220
- Getting ready for international services

Phase 2: 2028 – 2033

- International flights to destinations like Singapore, Denpasar
- Passenger numbers to increase from 450, 000 to 550,000
- Number of services projected to increase from 13,220 to 14,861
- Increase the Southern Apron to 5 stands
- Freight services
- Flourishing Aviation Commercial sector located on site

Phase 3: 2033 – 2043

- Build on existing capacity
- Southern Apron developed to 6 stands
- Hydrant refuelling to facilitate efficient turnaround time for Code E aircraft
- High scenario forecasts expect 728, 864 passengers with 17, 831 movements

Industrial / Commercial Opportunities

An industrial and commercial aviation precinct has been earmarked adjacent to the Southern Apron ready to facilitate the growth of services. There are seven available lots ranging from 2048sqm to 4959sqm. They are located in close proximity to the Code E Apron, and are serviced by an internal road network suitable for B Double Trucks. Four of these have airside access with an average size of 4, 946sqm.

General aviation precinct and hangars

A new general aviation precinct north of the existing terminal has been constructed as part of the Airport Development Project, with up to 36 hangar sites of various sizes existing for long-term lease. The lease areas of the lots range from 216sqm to 1500sqm and are serviced with water, power, sewer and telecommunications. There is also a limited amount of existing hangar space available for casual hire.

Projects 2025 / 2026

- Construction of a further 250-300 bay public car park.
- Onsite sewerage upgrade – the existing terminal septic system is operating at capacity and is required to be upgraded.

For further information visit:

www.busseltonmargaretriverairport.com.au

To view the BMRA Master Plan visit:

www.busseltonmargaretriverairport.com.au/corporate/projects-planning.aspx