WAGGA WAGGA BUSINESS PROFILE
AVIATION SECTOR

WAGGA WAGGA AIRPORT
Soaring to New Heights!
Wagga Wagga Airport has developed substantial capability as a major regional airport, serving as a business and tourism gateway to the Riverina Region. Aviation education and training is a key focus and remarkable success story for the Airport and the City. Two airlines provide in excess of 150 flights per week to Sydney and Melbourne.

Commercial operators based at the airport service a wide freight and specialist logistics network, aircraft charter, aircraft sales, engineering and pilot education and training. The general aviation sector includes an active aero club and the airport welcomes private pilots that travel to or through the region.

2010 Regional Airport of the Year
Wagga Wagga Airport was awarded the prestigious ‘Regional Airport of the Year’ at the 2010 Australian Airports Association Awards for Aviation Excellence. This award reinforces Wagga Wagga City Council’s commitment towards the airport and its aim to deliver aviation infrastructure and services to the highest level.

Adjudicators of the ‘Regional Airport of the Year’ pointed to a number of major initiatives that demonstrated a clear vision for future development, including:
- $6.8 million resurfacing of the runway, taxiway and apron infrastructure
- $1.8 million Category 1 Instrument Landing System
- Adoption of a Master Plan with a 20 year vision for the airport
- Commitment to facilitating aviation sector growth through networking events and industry collaboration
- The relocation and development of the $25 million Australian Airline Pilot Academy to Wagga Wagga Airport.

What We Have Planned for Wagga Wagga Airport
The airport’s growth and development will occur in a planned and strategic way, with major planned infrastructure including:
- In 2012, the construction of:
  - Fully serviced commercial aviation precinct
  - Expanded taxiway and apron network
  - Light aircraft precinct.
- Longer term developments are planned to meet the forecast growth in demand, including:
  - A new passenger terminal
  - A new parallel runway.
Wagga Wagga Airport Advantage

Aviation businesses currently located at Wagga Wagga Airport cite a number of comparative advantages that this location has compared to other airports. These include:

- Weather conditions conducive to clear skies and optimal flying conditions;
- Central location for servicing south-eastern Australia. This translates to a variety of specific operational benefits depending on the actual business. For example, Wagga Air Centre finds its location is central to all the ports it services for its time-critical freight service. Rex Engineering’s location allows synergies with the other arms of the Rex business (Australian Airline Pilot Academy, Rex Airlines) and efficiencies as it is well located to the airline’s hubs in Sydney and Melbourne. Encore Aviation readily sources parts for next day delivery;
- Costs are lower in a regional location in many areas – Rex Engineering states that their overhead costs are generally lower due to being located at a regional airport;
- Substantial and well trained workforce with low turnover – Wagga Wagga’s workforce numbers 32,608 people. The education and training facilities in Wagga Wagga are significant and include Charles Sturt University, NSW TAFE Riverina Institute and AAPA;
- Lifestyle – as the largest inland city in NSW, Wagga Wagga offers most of the benefits of the metropolitan lifestyle but in a regional setting;
- The proximity of the airport to a major regional city potentially offering significant markets, high quality labour force and access to support services. Wagga Wagga’s population is 63,000, its population growth rate of 1.7% p.a. since 2004 outstrips the NSW rate of 1.2%;
- The significant levels of activity at the airport from passenger traffic and aircraft movements. This generates demand for both aviation and non-aviation businesses;
- Excellent infrastructure and access to transport and air, road, and rail networks.

Investment at Wagga Wagga Airport

Investment by private business has grown to the point where the existing General Aviation precinct is at capacity. As a consequence, the $6.8million development of Precinct 2, which the Master Plan has identified as a location for expansion of key aviation support and aviation training, will commence in 2012.

The existing commercial tenants on the aerodrome include:

- Regional Express (REX) Engineering – maintenance facilities;
- Australian Airline Pilot Academy (AAPA) hangar/flightline – pilot training;
- Wagga Air Centre – time-critical freight, pilot training, aircraft sales;
- Regional Aviation Services – pilot training and avionics installation and maintenance;
- Encore Aviation – aircraft repair and maintenance;
- Burkes Pilot Training – pilot training;
- Peter Middleton – Licensed Aircraft Maintenance Engineer.
Wagga Wagga Airport’s Future

Wagga Wagga Airport Master Plan 2010

The Wagga Wagga Airport Master Plan 2010 was developed with a ‘blue sky’ approach building on the strengths of the Airport and the City and identified opportunities for the Australian aviation industry.

The vision is to establish Wagga Wagga as a world-class aviation education and training city, and the airport as a centre of national aviation significance.

The Master Plan identifies the immediate development of a green field area (Precinct 2a) within the current airport perimeter for aviation business. The Plan incorporates the establishment of a whole new passenger terminal precinct in 2020 to accommodate the forecast growth in passenger numbers and aircraft size and movements.

The Master Plan identifies the potential for development of the airport in line with the concept of ‘airport cities’ which is aimed at encouraging a diverse range of aviation and non-aviation businesses to locate in proximity of the airport. This direction will further enhance the role of the airport and aviation sector in Wagga Wagga’s economic development. Key sectors to be developed include:

- Education and training;
- Research, development and innovation;
- Defence;
- Culture and tourism;
- Government;
- Healthcare.

The Master Plan forecasts significant increases in aircraft movements and passenger traffic, as follows:

<table>
<thead>
<tr>
<th>Year</th>
<th>Aircraft Movements</th>
<th>Passenger Traffic</th>
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<tbody>
<tr>
<td>2009/10</td>
<td>22,820 (2010 calendar year)</td>
<td>210,307</td>
</tr>
<tr>
<td>2029/30 - Low Growth Scenario</td>
<td>120,000</td>
<td>383,000</td>
</tr>
<tr>
<td>2029/30 - High Growth Scenario</td>
<td>165,000</td>
<td>750,000</td>
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</tbody>
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The Master Plan identifies six precincts (refer to the map) based on land-uses which will encourage development in the targeted sectors. The precincts comprise:

- Precinct 1 – High-value Commercial;
- Precinct 2 – Aviation Support & Training;
- Precinct 3 – Education and Research;
- Precinct 4 – Industrial Park;
- Precinct 5 – Defence Activities;
- Precinct 6 – Terminal, Freight, High Service Businesses.
Activity Levels

The Wagga Wagga Airport has some 150 flights per week linking Wagga Wagga with Sydney and Melbourne. Annual passenger traffic in 2009/10 was in excess of 210,000, and this is projected to exceed 230,000 in 2010/11. Passenger traffic has grown at a compound rate of 4% since 1984/85.

Aircraft movements in 2009/10 were approximately 22,800, of which Regular Public Transport (RPT) movements accounted for approximately 37%, General Aviation contributed about half the movements and the balance were fixed-wing training and helicopters.

Airport Infrastructure

The Wagga Wagga Airport comprises approximately 200 hectares and is zoned for infrastructure (SP2). The airport has two runways, one sealed and one grassed, as follows:

- Runway 05/23 – Code 3C, 45 metres wide and suitable for aircraft up to Boeing 737-800 with CASA approval;
- Runway 12/30 is an unrated grassed red clay surface and 30 metres wide.

The terminal and existing general aviation precinct is served by 6 parking bays for aircraft to Code 3C, such as Dash 8 Q400 and SAAB 340s. The terminal is a modern brick building with a footprint of 1,350m². It serves 34-seat SAAB 340 aircraft operated by Regional Express and 74-seat Bombardier Q400 aircraft operated by QantasLink conducting services to Sydney and Melbourne. The terminal has been expanded to accommodate future facilities for the security screening of passengers and checked baggage.

The airport’s capabilities were most recently enhanced by the installation of the $1.8 million Category 1 Instrument Landing System (ILS), enabled by a collaborative agreement between Airservices Australia, Wagga Wagga City Council, and Regional Express (Rex) Airlines. The ILS is a precision approach radio navigation aid and the current international standard for providing ground based approach guidance to an airport’s runways.

The airport is equipped with the following radio navigational aids (navaids):

- Category 1 Instrument Landing System;
- A satellite ground station communication facility is located immediately adjacent to and north of the control tower. Suitably equipped IFR (instrument flight rules) aircraft may utilise the DME or Global Positioning System (GPS) arrival procedures, VOR or NDB letdown, or the runway aligned RNAV(GNSS) instrument approach procedures;
- Distance measuring equipment (DME) co-located with the VOR;
- VHF omni-directional range (VOR); and
- Non-directional beacon (NDB).

RAAF Base Wagga

RAAF Base Wagga borders onto the airport’s north east boundary. RAAF Base Wagga is the Air Force’s centre for recruit and ground support training. The base is home to two Training Wing HQs, each with two training schools under command at Wagga. There is also a Combat Support Unit and Defence Support Element, as well as a Health Support Squadron Detachment, which function to support the training role of the Base.

The NSW TAFE Riverina Institute National Aerospace Centre of Excellence is located on the RAAF Base adjacent to the airport, and provides training in aerospace and avionics to the RAAF personnel. During the training year from mid-January to mid-December, RAAF Wagga supports an under-training population of up to 1,000. Military and civilian instructional and support staff take the total base population up to around 1,700.