11 Land, Air and Biodiversity

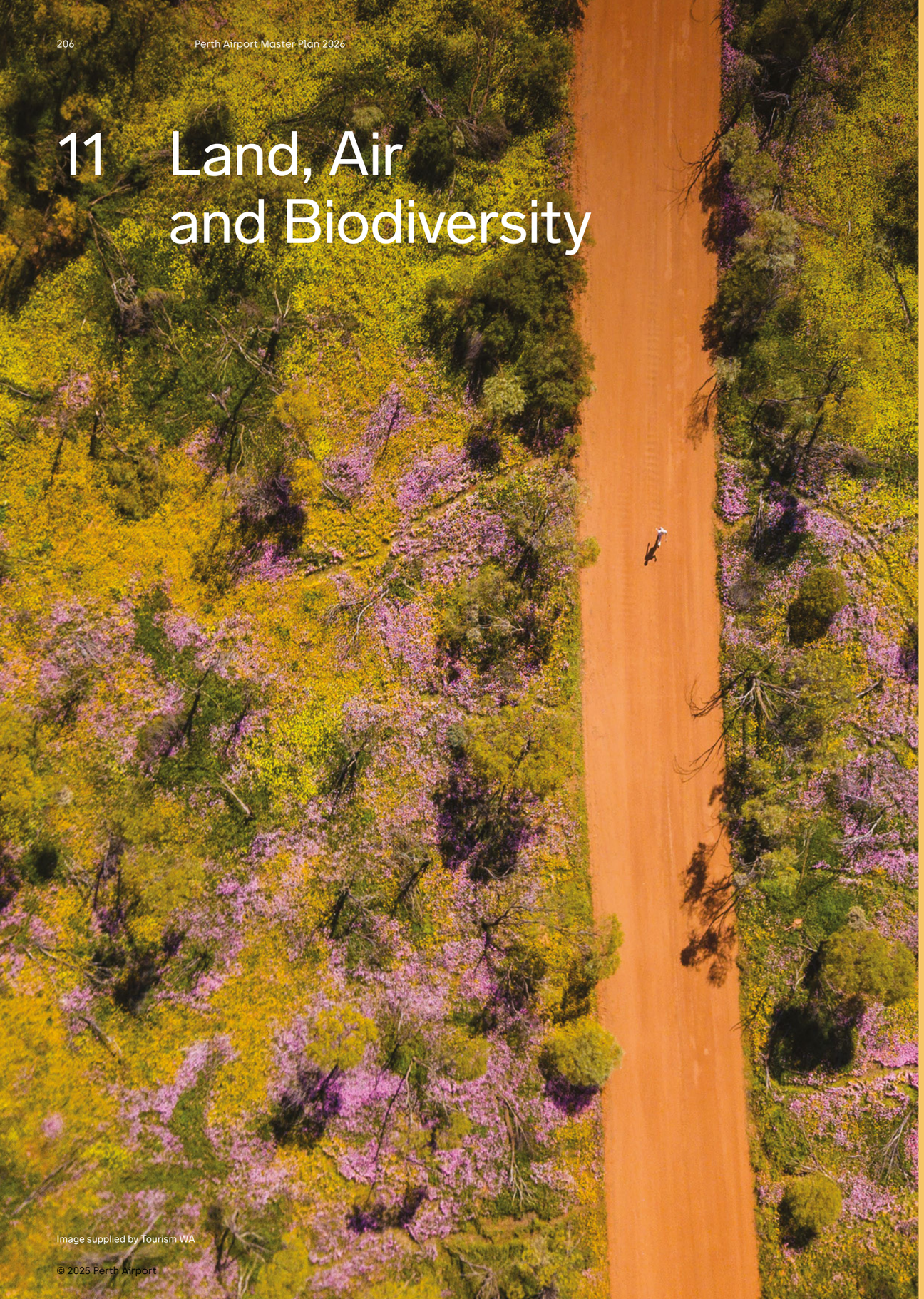

Image supplied by Tourism WA

11.1 Introduction

Perth Airport strives to reduce environmental impacts across its operations. By focusing on regulatory compliance, managing contamination and minimising biodiversity impacts, Perth Airport contributes to protecting public health.

While the natural environment of the estate has been significantly altered by historical land uses and its development as an airport, the remaining native vegetation contains a high level of biological diversity, with vegetation condition varying from completely degraded to pristine, with a large proportion in very good condition.

11.2 Soils, Groundwater and Contamination Management

11.2.1 Objectives

Prevent contamination of soil and groundwater within the Perth Airport estate.

Manage and investigate known or potentially contaminated sites in accordance with relevant legislation.

Manage operational and development activities such that groundwater levels are maintained and groundwater quality on the estate is protected.

Manage operational and development activities such that soil contamination is not mobilised and does not impact other areas of the estate.

Maintain, protect and improve water quality and associated environmental values of surface water features across the estate.

11.2.2 Overview

Perth Airport sits within two of the 30 major stormwater catchments of the Swan and Canning rivers system. The Northern Main Drain (NMD) and the Southern Main Drain (SMD) (described in Section 17) are two open channel drains which traverse the estate, draining two of those 30 catchments. The drains generally flow east to west, discharging into the Swan River, and have been constructed as extensions and modifications to naturally occurring water bodies.

Surface water features are interspersed across the estate in the form of wetlands (seasonal, permanent and constructed) and the drainage network. The surface water features on the estate relate directly to, or interface with, the shallow groundwater. The main drains and the wider arterial drain network intersect the groundwater table at various locations, partially draining the site and limiting maximum groundwater levels. This provides surface flow in the main drains for most of the year.

Any surface contamination event has the potential to permeate into the overlying sand and potentially impact groundwater. Subsequently, management of contamination requires consideration of several aspects, including soil type and quality, surface water, groundwater, and sources of contamination.

11.2.3 Soils

Perth Airport is situated at the base of the Darling Escarpment, on the Swan Coastal Plain. The surface geology comprises quaternary-age sand and sandy soils derived from the Bassendean Dune system, underlain by Guildford formation clays. These natural surface geology types are variously overlaid by fill soils, predominantly in developed portions of the estate.

Most of the soils on the estate are free from contamination. Contamination has been identified as being a result of aviation, fuel storage, historical landfill and industrial activities. A number of these sites require active management to ensure impacts are minimised.

As is commonly encountered in the Swan Coastal Plain, potential acid sulphate soils are known to be present on the airport estate. Acid sulphate soils are naturally occurring soils, sediments and peats that contain iron sulphides. In an anaerobic state, these materials remain benign and do not pose a significant risk to human health or the environment. However, disturbing acid sulphate soils and exposing them to oxygen has the potential to cause the release of acidity and the dissolution of metals into groundwater. The risk of contamination is considered minimal until activities are proposed that will disturb acid sulphate soil materials, such as excavations and removal of groundwater (dewatering).

11.2.4 Surface Water

The estate contains seasonal, permanent and constructed wetlands, as well as a drainage network that intersects the groundwater table. The NMD and SMD channel stormwater through the airport, reflecting upstream catchment influences, including historical industrial, agricultural, and residential runoff.

Typically, water entering the estate contains elevated levels of nutrients and metals as a consequence of historic and current upstream land uses, including the Forrestfield Rail marshalling yards, former and current agricultural and horticultural uses, and commercial, industrial and residential developments. Much of the upstream catchment remains un-sewered, and the historic and ongoing use of septic tanks and other onsite wastewater treatment is a major contributor to the level of nutrients recorded.

In addition, developments outside the estate and within the upstream catchments have increased the rate of runoff, increasing the volume of water flowing through the estate. Historically, undeveloped land on the estate has been used as storage to compensate for these increased flows.

Water flows from built infrastructure (such as roads, car parks, tarmac areas and roofing) within the airport estate are directed into the drainage system. This consists primarily of open drains and is formalised in developed areas through piping and associated water quality management mechanisms.

Water monitoring consistently indicates that airport activities do not generally degrade regional surface water quality. In many cases, water leaving the estate is of better quality than incoming flows. This may be attributed to the availability of undeveloped land that has acted to detain water, and interaction with the shallow groundwater aquifer, allowing natural processes to improve water quality.

Perth Airport is currently updating its Master Drainage Strategy, originally delivered in 2022, to reflect recent changes to the Australian Rainfall and Runoff guidelines and to address environmental impacts associated with surface runoff across the estate.

11.2.5 Groundwater

Perth Airport is located on relatively flat, low-lying land within the Swan River floodplain. The Swan River is located less than one kilometre from the estate boundary at its nearest point. The proximity to the Swan River is influential in the regional groundwater characteristics, resulting in shallow groundwater depths ranging between one metre and seven metres below ground level across the estate. Overall, groundwater flows west-northwest (toward the Swan River) within the permeable sands of the Bassendean Dunes (non-confined aquifer) and as a semi-confined aquifer in the Guildford Formation, and a deeper confined aquifer of the Ascot Formation.

Groundwater supports ecological functions, including ephemeral and permeant wetlands, irrigation and construction. The depth of the underlying groundwater is seasonally influenced and can fluctuate by up to approximately two metres, depending on the soil type.

The upstream catchment conditions have a direct impact on the quality of groundwater encountered at the estate. Historically, the presence of the SMD and NMD, and the topographical and geological features of the estate, have acted to moderate the local catchment, retaining water on site during times of high rainfall and flood. This results in a positive impact on water quality as it flows from east to west through the estate, before discharging into the Swan River.

The long-term groundwater monitoring results show concentrations of nutrients and heavy metals which regularly exceed the acceptance criteria detailed in the *Airports (Environment Protection) Regulations 1997* (AEP Regulations). Nutrient concentrations tend to represent historic upstream land uses such as agriculture, industrial and residential, while metal concentrations are indicative of the conditions on the Swan Coastal Plain.

There are isolated instances of groundwater contamination primarily associated with areas of soil contamination. Modelling and monitoring indicate most contamination plumes are restricted to areas directly under or adjacent to the original source and, with appropriate management, represent limited risk to the environment.

11.2.6 Per- and polyfluoroalkyl substances (PFAS)

PFAS (Per- and polyfluoroalkyl substances) are a group of man-made chemicals that have been manufactured since the 1940s. PFAS are known for their chemical stability and durability and have been widely used in industrial and commercial applications, including consumer products such as non-stick cookware, cosmetics, food packaging and textiles, as well as in aqueous film-forming foams used to extinguish fires. Its historical use in firefighting foams has resulted in detection of PFAS contamination at a number of sites across the estate. The persistence of these substances is now understood to pose environmental and health risks.

PFAS contamination on the Perth Airport estate is largely attributable to the historical use of aqueous film-forming foams for aviation firefighting activities by Airservices Australia and its predecessor, the Civil Aviation Authority.

The presence of PFAS on the Perth Airport estate has been recognised since 2008, when Airservices Australia commenced initial reviews across its national operations.

This investigation revealed contamination from PFAS-containing foams used in training and emergency responses. Since then, various investigations and management actions have been undertaken to understand and address PFAS contamination on the Perth Airport estate.

11.2.7 Hazardous Materials

Perth Airport estate operations require the storage, handling and use of various hazardous materials and chemicals.

The most significant volume of hazardous material used on the estate is aviation fuel. There are currently two main fuel distribution depots on the estate—the Joint Operations Supply Facility located in the Airport West precinct, and the Jet Fuel Infrastructure in the Airport Central precinct.

Other activities involving the use of hazardous materials include maintenance facilities operated by airport tenants, material used for firefighting, construction and related activities, and the storage and use of fuels and oils (other than aviation fuel), solvents, paints, pesticides and herbicides.

Spills of hazardous materials have the potential to impact adversely on the environment if not captured and managed appropriately. They can impact the receiving environment via soil, surface and groundwater, vegetation and flora, fauna and human health.

Historical asbestos has also been identified on the estate.

11.2.8 Current Management

Perth Airport's management of soil and groundwater contamination is addressed through a range of plans, strategies and initiatives outlined below.

11.2.9 Monitoring and Reporting

Monitoring is undertaken and reported in accordance with the AEP Regulations.

Perth Airport has employed a comprehensive water monitoring program since 1998, which provides data on surface and groundwater levels and water quality. Water quality monitoring results are compared to the relevant acceptance criteria outlined in the AEP Regulations, the National Environment Protection (Assessment of Contaminated Sites) Measure 1999, and the PFAS National Environmental Management Plan 2022 (NEMP 2.0) to monitor water quality.

Environmental site evaluations are conducted at the expiry of tenant lease arrangements to identify any potential contamination and inform appropriate site remediation.

Perth Airport collaborates with the Australian Government's Airport Environment Officer and tenants in the investigation, management and remediation of known contaminated sites. Detailed information on specific contaminated sites, management responses and progress, are provided in Perth Airport's Annual Environment Report submitted to the Department of Infrastructure, Transport, Regional Development, Communities, Sport and the Arts (DTRDCSA).

11.2.10 Environmental Site Register

Perth Airport maintains an Environmental Site Register, detailing all known areas of contamination on the estate, and an Asbestos Register detailing all known sites of asbestos.

11.2.11 Catchment Management

Perth Airport has developed a Master Drainage Strategy which identifies the surface water management requirements up to and including the full development scenario of the estate. It informs Perth Airport's decision-making regarding flood management and water conveyance on the estate.

Modelling undertaken to inform the Master Drainage Strategy includes sensitivity analysis to simulate the potential climate change impact of increased and decreased rainfall on the airport's stormwater drainage network.

Perth Airport continues to engage with State and local government authorities on catchment management matters. When atypical water quality results are detected on the estate boundary, relevant catchment authorities are notified and, where appropriate, action plans are developed.

11.2.12 Spill Response

A range of procedures are in place to ensure an effective response to any spills of hazardous materials.

Responsibility for prevention of spills on the estate during fuel transportation (pipes) and refuelling of aircraft lies with the refuelling companies and the airlines.

Management of spills on tenant premises is the responsibility of the tenant. Perth Airport provides spill response advice and assistance to tenants and ensures appropriate remedial action is undertaken.

The Perth Airport Aerodrome Emergency Plan, which is developed in consultation with emergency service organisations, details the procedures for responding to substantial pollution events on the estate.

11.2.13 PFAS Management Strategy

Perth Airport recognises that a holistic and multi-disciplinary approach is required to achieve the PFAS management objectives and has developed a PFAS Management Strategy (shown in Figure 11-1) to guide and inform Perth Airport's approach to PFAS with a focus on governance, evaluation and monitoring, risk management, remediation, stakeholder communication and engagement, and innovation and research.

In 2017, Airservices Australia conducted a preliminary site investigation in relation to its leased areas and areas of potential foam use. This was largely a desktop study, with targeted soil and water sampling, which helped to determine the potential presence of PFAS contamination and identify areas for further investigation.

In 2019, a detailed site investigation was undertaken by Perth Airport to further assess the physical extent and magnitude of PFAS contamination in the areas of the estate identified by Airservices' preliminary investigation as being areas of PFAS impacts.

Following the detailed site investigation, Perth Airport completed a human health and ecological risk assessment to identify high risk activities for human exposure risk and ecological exposure risk. Risk based controls have been developed to outline acceptable levels of contamination for re-use activities relating to soil and water on the estate.

Perth Airport has established a program of site trials, support for research, and investigation works to improve the understanding of PFAS across the estate and to identify potential treatment and management solutions. Trials have been conducted on the use of granular activated carbon cells placed within the NMD, and an active pump-and-treat system to remove sediment and reduce PFAS levels. The results from these trials continue to inform further trials and PFAS management measures implemented on the estate, including actions to remove PFAS from surface water, so that the surface water meets recreational standards prior to release from the airport estate.

A PFAS Management Plan for the airport estate was finalised in 2024, following extensive peer review and stakeholder engagement, and endorsed by a suitable independent assessor. The plan adopts a risk-based approach to enable the reuse of soil and water generated from redevelopment projects in a safe and sustainable manner. In addition, Perth Airport has developed a PFAS Soil Management Framework and PFAS Water Management Framework.

Airservices is separately undertaking investigations as part of its National PFAS Management Program to determine the nature and extent of PFAS at its leased sites at Perth Airport. The results of these studies are available online through https://engage.airservicesaustralia.com/pfas-perth.

11.2.14 Project Design and Assessment

Perth Airport's building and development approvals process requires projects to identify and address environmental risks from contamination.

At the planning phase of significant projects, Perth Airport will undertake a project-specific baseline site environmental assessment to identify the initial condition of the site, determine the suitability of the site for development and intended use of the development, and inform whether any further site investigations are required.

Design proposals must address risks associated with the environmental aspects of soils, groundwater and contamination such that mitigations can be identified at the design stage to eliminate, or otherwise minimise, the risk of harm to human health and the environment.

Project design is required to minimise changes to the landform and groundwater that may increase the potential infiltration rate of rainfall, runoff, stormwater, and surface water in areas where PFAS contamination has been identified.

Works that are likely to disturb soil are routinely risk-assessed for potential PFAS contamination in accordance with the Australian Government's PFAS National Environmental Management Plan. Site appropriate actions for PFAS management are considered on a project-by-project basis. Large construction projects or project-specific activities may require the development of a project PFAS management plan and a conceptual site model to determine appropriate management controls.

Hazardous material storage tanks must be above ground where possible, with secondary containment and overfill protection systems incorporated into the design. If underground storage tanks are required, downstream groundwater monitoring needs to be installed.

Stormwater is required to be drained away from areas in which wastes are stored, to prevent offsite contamination.

The control of fill material being relocated and imported onto the estate is managed through guidelines and approvals. Re-use of excavated soil within the estate is only permitted if the material has been appropriately sampled and approved for re-use, otherwise, it is to be taken offsite to an approved facility in accordance with State Government guidelines.

Where the risk of acid sulfate soil disturbance is likely, an acid sulfate soil investigation will be conducted prior to works commencing and, where applicable, an Acid Sulfate Soil Management Plan developed and implemented.

Tenants and contractors require approval from Perth Airport for any water extraction activities. For larger projects, Perth Airport may require the preparation of a Hydrological Management Plan.

PFAS Contamination Management Strategy

Perth Airport is committed to the appropriate assessment, management and remediation of PFAS on the Airport estate

Innovation and Research

Remain appraised of technology and developments and support research that may improve PFAS management across the Perth Airport Estate

Stakeholder Communication and Engagement

Ensure appropriate communication of the presence and management of PFAS to regulators, stakeholders and the community

Evaluate and Monitor

Understand the magnitude and extent of PFAS occurrence in the soil surfacewater and groundwater across the Perth Airport Estate

Governance

Ensure appropriate management oversight is provided, and operational controls are developed and implemented

Risk Management

Evaluate and minimise risks to human health and the environment from PFAS

Site Management and Remediation

Ensure that responsible parties manage and remediate PFAS contaminated areas to remove or minimise ongoing risks, constraints and liabilities

Figure 11-1 Perth Airport PFAS Management Strategy
Source: Perth Airport

11.2.15 Environmental Management Plans

Tenants and contractors are required to address environmental management in construction and tenant EMPs, including risk assessment and measures for:

- management of surface water and groundwater, stormwater, and erosion and sedimentation control
- contamination management, including PFAS
- soils, stockpiles and dust
- storage and handling of hazardous materials and spill and contamination contingency actions, and
- handling, managing and disposing of asbestos contaminated soil and materials in accordance with regulations and best practice guidance.

11.2.16 Recent Achievements

Recent achievements for soil, groundwater contamination management are listed below.

- A detailed site PFAS investigation was undertaken in 2019 to identify the nature and extent of PFAS in the areas of the estate identified by Airservices' preliminary investigation as being areas of PFAS impacts.
- A limited pilot soil washing trial (laboratory scale bench trial) for PFAS was completed in 2020 and a further washing trial was undertaken in 2023, with results indicating that in situ treatment was not a suitable option to progress in its current form.
- An Environmental Requirements Manual was developed in 2022 for tenants and contractors, and outlines environmental requirements for acid sulfate soils, dieback, and hazardous spill response. The manual was updated in 2024 to expand the management and mitigation measures for PFAS.
- An improved risk-based ground and surface water monitoring program was implemented in 2023, which included refining the number and location of water monitoring points and analytes tested.
- The development of an Environmental Design and Technical Requirements document in 2023 which outlines Perth Airport's requirements for environmental matters that are to be identified and assessed in the design of new developments, including soil, groundwater, surface water and contamination.
- Following the successful completion of a research and trial period, Perth Airport converted the Northern Main Drain PFAS treatment solution to a permanent facility. Ongoing operation of the treatment facility has resulted in the treatment of water leaving the estate at this location, with PFAS levels below the required criteria.
- An estate-wide PFAS Management Plan was finalised in 2024 to enable the re-use of soil and water generated from redevelopment projects in a safe and sustainable manner.
- Dieback treatment to affected and susceptible areas was undertaken in 2022 and additional dieback mapping and demarcation occurred in 2024.

11.2.17 Five-year Action Plan

Initiatives to be undertaken between 2026 and 2030 as part of Perth Airport's five-year action program for soils and groundwater contamination management are identified in Table 11-1:

Initiatives	Completion Timeframe
Continue to review and update of Perth Airport's PFAS Management Plan	Ongoing
Update Perth Airport's Geographical Information System (GIS) database to include locations of hazardous materials	Short term
Investigate additional PFAS treatment technologies	Long-term
Investigate opportunities for water sensitive urban design within new built infrastructure	Long-term

Table 11-1 Soils and groundwater contamination management five-year action program
Source: Perth Airport

11.3 Biodiversity Management

11.3.1 Objective

Maintain and protect listed environmental values onsite or, where agreed with regulatory authorities, provide offsite offsets for listed environmental values as appropriate.

11.3.2 Overview

The Perth Airport estate is situated on the Swan Coastal Plain at the base of the Darling Scarp, within the Drummond Botanical Subdistrict. The natural environment of the Perth Airport estate has been greatly disturbed by historical clearing of vegetation and the development of the airport site. The remaining native vegetation contains a high level of biological diversity in variable condition.

Flora surveys have been undertaken across the airport estate since 1983. Vegetation associations present on the estate include the Southern River Complex, Guildford Complex and Bassendean Complex. The Southern River Complex is the dominant vegetation complex represented on the estate, comprising open woodlands of marri-jarrah Banksia species in elevated areas, and fringing woodlands of flooded Gum and Swamp Paperbark.

Surveys have revealed the presence of over 375 vascular plant species, spanning 213 genera and 62 families. Two species, Conospermum undulatum and Macarthuria keigheryi, are recognised under the *Environment Protection and Biodiversity Conservation Act 1999* (Cth) (EPBC Act) as vulnerable and endangered, respectively. These species are also classified as threatened flora under the *Biodiversity Conservation Act 2016* (WA) (BC Act).

Nine plant species are listed as Priority flora by the WA Department of Biodiversity, Conservation and Attractions (DBCA). The Priority flora list is maintained by the DBCA to identify species that may be at risk or are not well understood, but do not yet meet the criteria for listing as Threatened Flora.

There is currently one threatened ecological community listed by the Australian Government that is present on the estate:

- Banksia dominated woodlands of the Swan Coastal Plain IBRA region, which is listed as endangered under the EPBC Act and Priority 3 under the BC Act.

There is currently one threatened ecological community listed by the State Government that is present on the estate:

- *Corymbia calophylla-eucalyptus* marginata woodlands on sandy clay soils of the southern Swan Coastal Plain, which is listed as vulnerable under the BC Act.

The estate is home to a diverse range of vertebrate and invertebrate fauna. Fauna surveys have identified 139 vertebrate species, including three fish, eight frogs, 23 reptiles, 95 birds, and ten mammals (five of which are introduced species). Surveys of the estate's invertebrate fauna have recorded 92 species, representing 59 different taxonomic families.

The fauna species identified as Commonwealth or State listed environmental value that occur on the airport estate are:

- Carnaby's Black Cockatoo (*Zanda latirostris*), listed as endangered under the EPBC and WA BC Acts and Forest Red-tailed Black Cockatoo (*Calyptorhynchus banksii naso*), listed as vulnerable under the EPBC and WA BC Acts, are regular visitors with foraging habitat across the estate, while the Baudin's Black Cockatoo (*Zanda baudiinii*), listed as endangered under the EPBC and WA BC Acts, are irregular visitors
- Quenda (*Isoodon fusciventer*), is listed as Priority 4 in Western Australia and is abundant across the estate
- Water Rat (*Rakali–Hydromys chrysogaster*), is listed as Priority 4 in Western Australia and is an occasional visitor to the estate, as individuals disperse along drains from nearby wetlands, and
- Woolybush Bee (*Hylaeus globuliferus*) is listed as Priority 3 in Western Australia, with suitable habitat for the species present on the estate.

Potential habitat for the Western Swamp Tortoise (*Pseudemydura umbrina*) was previously identified on the airport estate within the State's species recovery plan. Numerous studies indicate that the Western Swamp Tortoise is locally extinct and not present on the estate.

Wetlands present on the estate vary from ephemeral to perennial, natural to artificial, and groundwater-fed to surface-water fed.

Munday Swamp, the largest of all the wetlands present on the estate (approximately 20 hectares), is listed on the Commonwealth Directory of Important Wetlands in Australia. This wetland provides a permanent water source and, as such, supports an array of invertebrate and vertebrate fauna. It is also an important Aboriginal heritage site (discussed in Section 11.6). Through the Sustainability Framework and Social Value Strategy (see Section 7), Perth Airport has committed to minimise impacts to the Munday Swamp wetland. This will include:

- Restricting works within Munday Swamp
- Maintaining the secure fencing constructed between Munday Swamp and Abernethy Road, and
- Install water quality nutrient stripping basins to improve water quality.

Northern wetlands to the west of Munday Swamp are classified as sumplands. These sumplands are seasonally inundated and are also listed on the Directory of Important Wetlands in Australia. Other wetlands of note on the estate include Runway Swamp and the Kwenda Marlark Wetland (man-made) to the south.

Perth Airport regularly liaises with Federal and State conservation agencies to confirm the values and methodologies for technical assessments. Further consultation will occur as Perth Airport continues to undertake biodiversity surveys and assessments.

Development of the airport estate can directly or indirectly impact listed environmental values. Direct impacts may include the clearing or removal of environmental values, while indirect impacts may include habitat fragmentation, pollution events, alteration of hydrological regimes, and increased edge effects through weed incursion and dieback infestation. Threatening processes such as weed incursion, dieback infestation, bush fire, feral animal predation, illegal access, and fly tipping (unauthorised dumping of waste) present an ongoing potential impact to natural areas and environmental values on the estate.

11.3.3 Environmentally Significant Areas

In accordance with the Airports Act, Perth Airport has identified areas on the estate that may be considered environmentally significant. These areas are shown in Figure 11-2 and comprise the known threatened ecological community listed by the Australian Government (described in Section 11.3.2) and Munday Swamp.

Changes have been made to the environmentally significant areas since publication of Master Plan 2020. Three major projects have been approved by the Federal Minister for Infrastructure under the Airports Act, with approvals provided by the Federal Minister for the Environment for impacts on matters protected by the EPBC Act. These projects are:

- New Runway Project—development of a 293-hectare site for the new 3,000 metre runway and associated infrastructure. Vegetation clearing commenced in 2025, and the runway is expected to be operational in 2028
- Airport Central (Airfield Upgrade)—development of a 213.5-hectare site for new taxiways, aircraft apron and navigation aid equipment, which is expected to commence in 2026, and
- Airport West (South)—clearing and site preparation for a 65.5-hectare development area, expected to commence in 2025.

As part of the detailed design phases for the New Runway Project and Airport West (South) projects, Perth Airport has been able to reduce the size of the impacted environmentally significant areas through careful redesign and updated survey data, including a 35 per cent reduction to the total impact areas for Banksia Woodlands, and further minimising the impact to Munday Swamp.

Comprehensive offset strategies have been approved by the Federal Minister for the Environment to help compensate for the loss of biodiversity values on the estate.

Perth Airport recognises that airport expansion and other developments on the estate will result in further disturbance of environmental and cultural values, including environmentally significant areas. Potential impacts to these values will require consideration under the EPBC Act, AH Act and assessment under the Airports Act if the impact is deemed significant. The Australian Government will consider the baseline investigations conducted, impact assessment and management programs, prior to granting approvals in accordance with the Airports Act, AH Act and EPBC Act.

Perth Airport will continue to undertake studies and consider the environmental values of each precinct, taking into account:

- aviation-related protection zones and restrictions
- environmental values
- Aboriginal Heritage
- drainage and flooding impact
- potential contamination
- environmental offset (either onsite or offsite) costs, and
- potential development costs.

This analysis will determine the suitability and capacity of land to be developed for either aviation or non-aviation uses. An assessment will be made to determine the viability of developing the land and, where development is proposed, the environmental impact will be assessed.

For all future developments on the estate, Perth Airport will apply the biodiversity offset mitigation hierarchy, which prioritises avoiding impacts to biodiversity wherever possible, minimising and rehabilitating unavoidable impacts, and only using offsets as a last resort to achieve no net loss of biodiversity. This aligns with the key Social Value target of reducing biodiversity impacts as far as practicable in the planning and design phase of all future developments.

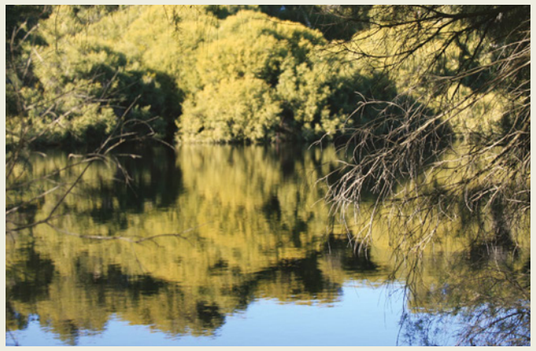

Figure 11-2 Environmentally significant areas
Source: Perth Airport

11.3.4 Current Management

Under the AEP Regulations, Perth Airport, its tenants, and operators at the airport have a general duty to preserve and to take all reasonable and practicable measures to ensure there are no adverse consequences of activities on local biota, ecosystems, habitats, aesthetic, cultural, historical, social, indigenous or scientific values.

Perth Airport has a wide range of strategies to manage the listed environmental values on the estate and potential environmental disturbances.

11.3.4.1 Sustainability Targets

Through the Sustainability Framework and Social Value Strategy (see Section 7), Perth Airport has committed to reduce biodiversity impacts as far as practicable in the planning and design phase of all future developments; where practicable, explore options to adopt biodiversity offsetting arrangements which exceed minimum statutory requirements; and minimise impacts to Munday Swamp Wetland. Endemic species to the Perth Airport estate will be planted where practical. Perth Airport's Sustainability Framework and Social Value Strategy also commits to:

Reduce biodiversity impacts as far as practicable in the planning and design phase of all future developments.

Where practicable, explore options to adopt biodiversity offsetting arrangements which exceed minimum statutory requirements.

Minimise impacts to Munday Swamp Wetland.

11.3.4.2 Biodiversity Offsets

Where impacts to listed environmental values on the airport estate cannot be avoided, any significant loss of natural habitat will be offset through either land purchase or the restoration of degraded land, so that the total area of natural habitat increases. Where biodiversity offsets are required, these are implemented for protected matters located on the airport estate such as for Banksia Woodlands, wetlands and Black Cockatoo foraging habitat. All offsets are in accordance with the Federal Government's Environmental Offset Policy. Perth Airport actively engages with both Federal and State government agencies to secure suitable offset sites.

Three offset strategies have recently been approved by the Federal Government for impacts to Banksia woodlands, wetlands, Black Cockatoo foraging habitat, and threatened flora species.

Perth Airport has purchased seven properties for biodiversity offsets. Five of the properties will be transferred to the State of Western Australia to be managed by the DBCA. The other two properties will be retained by Perth Airport in the medium term until offset revegetation has been undertaken.

Approved offset strategies for major projects are published on the Perth Airport website, https://www.perthairport.com.au/Home/corporate/planning-and-projects/major-development-plans

11.3.4.3 Land and Biodiversity Management

A Land and Biodiversity Management Plan was developed to guide the environmental management requirements necessary to meet Perth Airport's goals and commitments. This includes initiatives that promote the restoration and management of natural ecosystems, such as bushfire management, weed control, dieback treatment and feral animal control.

Uncontrolled bushfires pose a risk to the natural environment. Perth Airport has a Bushfire Mitigation Plan to reduce the risk and impact of bushfires and address the biodiversity maintenance goals of bushfire management within the estate. Perth Airport undertakes works to maintain fire control breaks, as well as vegetation slashing, mechanical thinning activities and occasional mitigation burns to reduce fuel loads.

Perth Airport carries out weed control which includes physical removal and chemical spraying activities to maintain the environmental values of the estate, protect biodiversity, retain visual amenity and prevent or minimise the establishment of known weed species.

Phytophthora cinnamomi (dieback) spreads easily and causes the death of susceptible plants, and in turn, loss of habitat for animals. Perth Airport undertakes testing and mapping of dieback across the airport estate to inform dieback management and priority areas for the treatment program. Activities within and around these areas require additional management to prevent the spread of dieback. Perth Airport may require that a Weed and Hygiene Management Plan be developed for specific works.

Perth Airport maintains a targeted feral animal pest control program to reduce and control the numbers of feral cats, foxes and rabbits on the estate through repeated trapping and baiting campaigns to reduce the populations of introduced pest species and non-native predators. Biosecurity surveillance and treatment activities are also implemented for the invasive *Lepisiota frauenfeldi* (browsing ant) and *Aedes aegypti* (mosquito).

The *Civil Aviation Safety Regulations 1998* (Cth) require Perth Airport to maintain an active wildlife hazard management program to reduce the risk of wildlife strikes on aircraft. Perth Airport has a Wildlife Hazard Management Plan to guide the monitoring, assessing, mitigating and reporting of wildlife hazards. Perth Airport undertakes deterrence measures such as installing barrier netting on the major open drains, controlling grass species and flowering plants known to attract birds, and installing bird spikes on lights and signage to discourage roosting. Active wildlife management measures include dispersal, removal of nests and eggs, elimination of roosting sites, trapping and relocation, and lethal control at times of severe wildlife activity.

11.3.4.4 Project Design and Approvals

Perth Airport's building and development approvals process aims to ensure that biodiversity is considered in the design of all new developments.

Project proposals are required to identify and address any risks associated with land use and ecology, vegetation, fauna, wetlands, weeds and seeds. The design must reduce adverse impacts on biodiversity through avoiding or minimising the removal and/or disturbance of native vegetation and terrestrial and aquatic habitat, wherever possible. There is a requirement for outdoor lighting which prevents or reduces the nuisance effects of lighting to the environment.

Perth Airport also considers the risk of wildlife attraction for all activities on-airport and has specific requirements related to wildlife hazard management, such as controlling the types of vegetation used for landscaping and strict policy on the use and location of waste bins.

Approval from Perth Airport is required for the removal or clearing of vegetation on the estate. The approvals process allows Perth Airport to assess whether the proposed pruning or clearing is within an environmentally significant area, or if it could impact on native vegetation.

11.3.4.5 Environment Management Plans

Tenants and contractors are required to address interactions with flora, fauna and wetlands in construction and tenant EMPs. This includes assessment and management/ mitigation measures for vegetation and habitat protection, wildlife egress and interactions, and dieback management.

11.3.5 Recent Achievements

Recent achievements in biodiversity management include:

- Multiple re-designs of the infrastructure and taxiways required to support the new runway project were undertaken to achieve a significant reduction in the original impact area. This was done to ensure maximum native vegetation can be retained on site and impacts to Munday Swamp, important Aboriginal heritage and ecological site, are minimised.
- An Environmental Requirements Manual was developed in 2022 for tenants and contractors, and outlines environmental requirements for flora, fauna and wetlands.
- An Environmental Design and Technical Requirements guidance document was developed in 2023 to outline Perth Airport's requirements for environmental matters that need to be identified and assessed in the design of new developments, including vegetation clearing and ecological rehabilitation.
- The Australian Government has approved biodiversity offset strategies for the new runway, Airport Central (Airfield Upgrade), and Airport West (South) projects, as well as a Propagation, Research and Monitoring Plan for Wavy-leaved Smokebush and Keighery's Macarthuria.

11.3.6 Five-year Action Plan

Initiatives to be undertaken between 2026 and 2030 as part of Perth Airport's five-year action program for biodiversity management are shown in Table 11-2 below:

Initiatives	Completion Timeframe
Undertake vegetation and flora mapping of the estate, with scope to include identifying areas for possible conservation and onsite restoration sites	Ongoing
Develop an overarching environmental offset strategy	Short term
Review bushfire management and mitigation plans to ensure relevant biodiversity objectives are captured	Long term

Table 11-2 Biodiversity management five-year action program
Source: Perth Airport

11.4 Local Air Quality Management

11.4.1 Objective

Manage non-aviation air emissions across the Perth Airport estate consistent with relevant legislative requirements.

11.4.2 Overview

Air quality encompasses dust, particulates, odour and gaseous emissions. Perth Airport is required to manage air emissions generated by ground-based activities within the airport estate in accordance with the AEP Regulations, which stipulate ambient air quality objectives for the seven common pollutants found in the air within airport estates. Aircraft emissions are governed by the Air Navigation (Aircraft Engine Emissions) Regulations (Cth) and are the responsibility of the aircraft operators.

The National Environment Protection (Ambient Air Quality) Measure, developed by the National Environment Protection Council, sets national standards for assessing ambient air quality and is directly relevant to air quality at Perth Airport. Additionally, Western Australian regulations and best practice guidelines are also used as a tool to monitor and manage air emissions.

Perth Airport recognises that the ground-based activities undertaken on the airport estate, including those of tenants, have the potential to impact air quality. Construction equipment can affect the local air quality through direct emissions from machinery; there is also the potential for an increase in dust emissions from vegetation clearing and soil disturbance. Similarly, increases in vehicle movements on the estate will result in a rise in combustion emissions within the vicinity of the estate. Aircraft painting activities and fire-fighting training exercises have the potential to affect local air quality through release of fumes and smoke, while odour-causing vapours can be released through storage, handling and spillages of aviation fuel.

As part of the National Pollutant Inventory, Perth Airport is required to report emissions caused by operational activities.

11.4.3 Current Management

Local air quality management is achieved through a range of plans, strategies and initiatives.

11.4.3.1 Monitoring

An Air Quality Monitoring Plan was developed for Perth Airport to understand and monitor potential influences of non-aviation operations on ambient air quality in the vicinity of the airport estate.

To support the Monitoring Plan, a fixed air quality monitoring station was installed in the Airport West precinct and five volatile organic compound canisters positioned across the estate in 2024. The monitoring results are reviewed to inform management of non-aviation air emissions and ensure compliance with legislative requirements and best practice guidelines.

Prior to the installation of air quality monitors within the airport estate, Perth Airport obtained data from the closest local monitoring station, which is located in Caversham, approximately five kilometres to the north of the airport, and is operated by the WA Department of Water and Environmental Regulation.

Perth Airport's activities are currently below the reporting threshold for the National Greenhouse and Energy Reporting System.

The airport estate contains industry types that have the potential to impact air quality. These tenants are required to monitor air quality, with some having continuous monitoring in place to detect any potential exceedances that may need to be investigated and rectified.

11.4.3.2 Project Design and Assessment

Through the Perth Airport building activity and development application process, project proposals are assessed for their potential impact on ambient air quality and to ensure that any significant new emission source complies with the AEP Regulations and Western Australian air quality guidelines.

Proposals must address risks associated with the environmental aspects of air quality, such that mitigations can be identified at the design stage to eliminate or otherwise minimise the risk of harm to human health and the environment.

Perth Airport may require the preparation of an air quality impact assessment where a project's risk assessment identifies potential impacts from new air emissions or odour sources.

Restrictions on exhaust plumes are in place to protect aircraft operations (discussed in Section 16.7.2.1).

11.4.3.3 Environment Management Plans

Tenants and contractors are required to address the management of air quality in construction and tenant EMPs.

Construction EMPs outline measures to minimise the potential for dust, particulates, odour and emissions from construction activities. Perth Airport may also require the preparation of an Air Quality and/or Dust Management Plan where it is identified that odours or dust have the potential to impact local and surrounding air quality.

The management of tenant emissions is addressed through an EMP.

For those tenants required to undertake their own air quality monitoring, the EMP will outline the relevant assessment criteria and reporting obligations to Perth Airport. If exceedances of the AEP Regulations occur from tenant activities, Perth Airport will work with the tenant and DITRDCSA to ensure appropriate corrective actions are implemented.

11.4.4 Recent Achievements

- An Air Quality Monitoring Plan was developed as part of an initiative to understand and monitor potential influences of non-aviation operations on ambient air quality in the vicinity of the airport estate.
- A fixed air quality monitoring station and five volatile organic compound canisters were installed across the estate in January 2024 to allow monitoring and management of non-aviation air emissions and continued compliance with legal requirements and best practice guidelines.
- An Environmental Requirements Manual was developed in 2022 to outline environmental requirements for tenants and contractors, including the management of dust generation, particulates, odours and emissions.
- An Environmental Design and Technical Requirements guidance document was published in 2023 to outline Perth Airport's requirements for environmental matters that need to be identified and assessed in the design of new developments, including new emissions or odour sources.

11.4.5 Five-year Action Plan

Initiatives to be undertaken between 2026 and 2030 as part of Perth Airport's five-year action program for local air quality management are shown in Table 11-3 below:

Initiatives	Completion Timeframe
Update the Air Quality Monitoring Plan to ensure relevance and compliance with regulatory requirements	Short term

Table 11-3 Air quality management five-year action program
Source: Perth Airport

11.5 Ground-Based Noise Management

11.5.1 Objective

Manage and minimise noise levels associated with ground-based airport operations and development.

11.5.2 Overview

Perth Airport is located in a highly developed urban setting and the airport estate is surrounded by residential, industrial and commercial properties, all of which are potential receptors to ground-based noise generated by airport activities. The major sources of ground-based noise at the airport include:

- parked aircraft with operating engines
- aircraft engine ground running (engine testing)
- operation of aircraft auxiliary power units
- movement of passengers and goods on/off aircraft
- operation of vehicles and equipment
- construction and demolition activities, and
- tenant plant and operational activities.

Ground-based operational noise at airports is regulated by the AEP Regulations. Under the AEP Regulations, all tenants and operators at the airport have a general duty to take all reasonable and practicable measures to prevent the generation of offensive noise, or minimise noise where prevention is not possible. The regulations include specific limits for certain activities at certain times of the day, as well as a set of indicators to determine if noise is excessive. The regulations also provide guidance for consideration of sensitive and commercial receptors, and other more general principles to avoid offensive noise which would intrude on individual, community or commercial amenity.

Perth Airport requires compliance with the *Environmental Protection (Noise) Regulations 1997* (WA) for development projects that have the potential to impact sensitive receptors.

The AEP Regulations do not apply to noise generated by an aircraft in flight, or when landing, taking off or taxiing at an airport. Noise emissions associated with these activities are regulated through the *Air Navigation Act 1920* (Cth) and *Air Navigation (Aircraft Noise) Regulations 1984* (Cth). Perth Airport recognises that aircraft noise is an important issue for the community and works closely with a range of stakeholders to manage aircraft noise. Aircraft noise management is detailed in Section 16.2.2.

11.5.3 Current Management

The management of ground-based noise is achieved through a range of plans, strategies and initiatives as described below.

11.5.3.1 Monitoring

In 2022, Perth Airport installed five noise monitors to capture representative baseline conditions for current sources of ground-based noise. Ongoing data is collected to inform the airport's noise profile and assess potential impacts of future construction projects.

11.5.3.2 Engine Ground Run Management Plan

Engine ground runs are conducted as part of essential safety testing following maintenance on aircraft. In 2024, approximately 800 engine ground runs were conducted at the airport.

To manage engine ground running activities and reduce potential noise impacts, Perth Airport has an Engine Ground Run Management Plan that places restrictions on the time of day, location and maximum power settings for these activities. Aircraft operators must seek approval from Perth Airport if a proposed engine run cannot be conducted in accordance with the defined constraints. Perth Airport regularly monitors compliance against the Engine Ground Run Management Plan.

11.5.3.3 Project Design and Assessment

Projects are assessed for their potential to generate noise and vibrations though Perth Airport's building activity and development application process.

Design proposals are required to address risks associated with noise and vibration, such that mitigations can be identified at the design stage to eliminate, or otherwise minimise, the risk of harm to human health and the environment. This includes:

- ensuring facilities with significant sources of noise and vibration are located to maximise the distance to sensitive areas and oriented so that noise and vibration are dissipated away from such areas
- noise control measures that comply with the requirements of AS/NZS 1269.2:2005, and
- consideration of the direction of the prevailing wind and the topography to limit sound transmission.

Where considered necessary, noise modelling is undertaken to assess potential impacts.

11.5.3.4 Environment Management Plans

Tenants and contractors are required to address the management of ground-based noise in construction and tenant EMPs.

Construction EMPs will address management and mitigation of noise pollution caused by construction activities and are a key control for noise exposure during development activities at the airport. Where construction or operational noise sources have the potential to impact on nearby sensitive receivers, Perth Airport may also require the construction contractor to develop a Noise Management Plan.

Tenants conducting operational activities which pose a risk of emitting offensive noise are required to incorporate noise minimisation strategies in their EMP.

11.5.4 Recent Achievements

Recent achievements in ground-based noise management include:

- Five noise monitors installed across the airport estate in 2022 to capture baseline ground-based noise conditions for assessing current sources of ground-based noise and future planning construction works.
- An Environmental Requirements Manual developed in 2022 to outline environmental requirements for tenants and contractors, including ground-based noise.
- An Environmental Design and Technical Requirements guidance document published in 2023 to outline Perth Airport's requirements for environmental matters that need to be identified and assessed in the design of new developments and infrastructure, including ground-based noise and vibrations.

11.5.5 Five-year Action Plan

Initiatives to be undertaken between 2026 and 2030 as part of Perth Airport's five-year action program for ground-based noise management are shown in Table 11-4:

Initiatives	Completion Timeframe
Review layouts of proposed developments and noise reduction strategies for developments closer to the runway	Ongoing

Table 11-4 Ground-based noise management five-year action program
Source: Perth Airport

11.6 Aboriginal Heritage Management

11.6.1 Objective

Manage listed aboriginal sites in a culturally sensitive manner and in accordance with relevant legislation.

Aboriginal Culture is recognised as the world's oldest continued culture and merits recognition, protection, preservation and management.

11.6.2 Overview

Perth Airport is on the traditional lands of the Whadjuk people, a dialect group of the Noongar nation which encompassed the entire south-western region of Western Australia. The Whadjuk people have a deep and continuing connection to the land and hold significant cultural and spiritual ties to their ancestral Country.

The airport estate incorporates a cultural landscape that contains sites utilised as meeting places, campgrounds, hunting areas and lore grounds dating back 41,000 years, with Munday Swamp one of the most recognised. The land was created during the Nyitting (dreaming or creation time) by the Waakarl (Rainbow Serpent) and remains important to Whadjuk people and the wider Noongar community to this day. Contemporary sites also exist on the estate that were used historically as base camps for resistance against colonisation, a government-run Aboriginal Reserve, and bush camps. Aboriginal Culture is recognised as the world's oldest continued culture, and merits recognition, protection, preservation and management.

Where the airport estate once formed part of the traditional travelling networks of the Whadjuk people, today it forms part of a modern travelling network. As a busy domestic and international airport and the first experience many visitors will have with Perth, Western Australia or even Australia, Perth Airport has an important role in promoting the unique cultural heritage of the Noongar nation to local and global visitors.

11.6.3 Heritage Site Register

There are a number of Aboriginal heritage sites, artefact scatters and areas of cultural significance from ancient, historical and contemporary times within the boundaries of the Perth Airport estate that are listed on the State Government's Aboriginal Cultural Heritage Inquiry System.

These places provide tangible evidence of the historical use of the airport estate by the Whadjuk people, and intangible links through ongoing connections and storytelling.

The State Government registered Aboriginal sites located within the airport estate are shown in Figure 11-3. Following heritage surveys of the airport estate, information may be submitted to the WA Department of Planning, Lands and Heritage to update site boundaries and locations and details of heritage sites to allow for better site management.

Aboriginal heritage places of the highest importance on the airport estate are Munday Swamp and Allawah Grove.

Munday Swamp is a 20-hectare ethnographic site and wetland located within the eastern portion of the Perth Airport estate that provides continued access for Traditional Owners and Custodians. Munday Swamp served as a resourceful location for hunting turtles, goannas and kangaroos, as well as for gathering reeds, timber and paperbark for creating paintings. It is reported that various cultural practices, including corroborees, funeral rites and memorials, and religious rituals, occurred at Munday Swamp. Traditional Owners and Custodians continue to have access to Munday Swamp for traditional practices.

Allawah Grove is a vacant site located in north-west corner of the estate and has both indigenous and non-indigenous heritage significance. It was first gazetted in 1910 as an Aboriginal Reserve, then appropriated for accommodation for service personnel during World War II, and later for non-Aboriginal families during the post-war housing shortage; more recently, the site was used for transitional housing for Noongar families until 1968. Some remains of old buildings are still present.

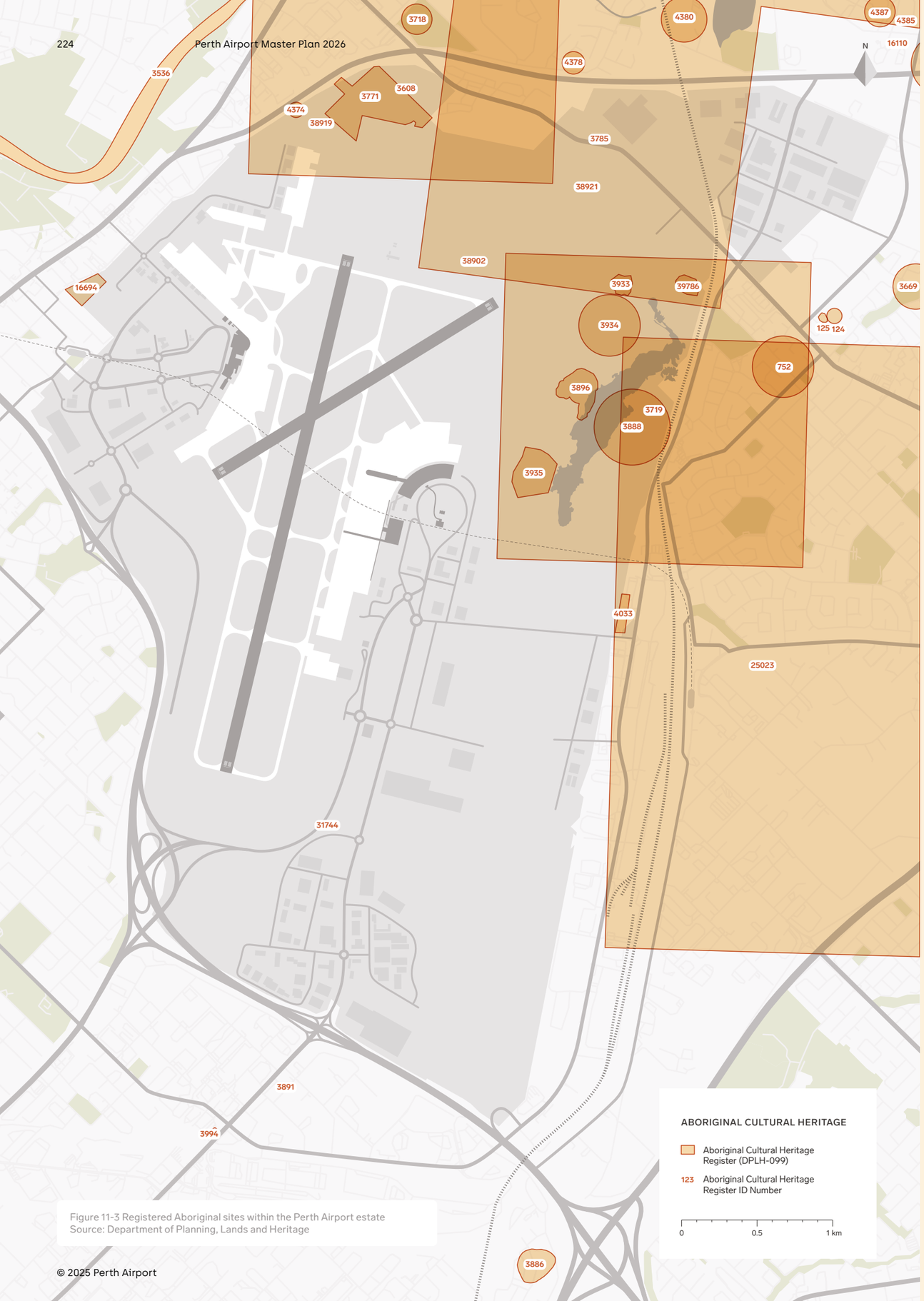

Figure 11-3 Registered Aboriginal sites within the Perth Airport estate
Source: Department of Planning, Lands and Heritage

11.6.4 Compliance And Legislative Approvals

Western Australia recognises Aboriginal cultural sites and objects of significance and makes specific provision for traditional use through the Aboriginal Heritage Act 1972 (WA) (AH Act). The AH Act protects and manages Aboriginal Heritage by requiring approval for activities that may impact or cause harm to an Aboriginal site.

Perth Airport personnel, contractors and tenants involved in ground disturbance activities within registered Aboriginal sites are obliged to comply with the AH Act.

Under the AH Act, the Minister for Aboriginal Affairs, or the Registrar for Aboriginal Sites, may provide consent to the proposed activity with conditions which may include a condition that Aboriginal Heritage Monitors are employed to observe the ground disturbance activities to prevent possible harm to Aboriginal heritage.

The Perth Airport Aboriginal Monitoring Procedure applies to any party involved in land use or related activities on the airport estate, including situations where monitoring is a condition of a consent given under the AH Act, the activity may impact on Aboriginal heritage, or where monitoring may be considered as part of a broader risk assessment in areas outside of an Aboriginal site boundary.

Perth Airport engages with the PAG and other Traditional Owners and Custodians prior to applying for any approvals required under the AH Act. Following consultation with the Traditional Owners and Custodians and relevant organisations, in 2017 Perth Airport submitted an application under section 18 of the AH Act to seek approval to develop, maintain and operate the new runway. The application was subsequently approved by the State Government in May 2018 and revised in 2024.

Perth Airport prepares a Cultural Heritage Management Plan for any activity that requires AH Act section 18 approval. Most recently, in 2024, a Cultural Heritage Management Plan was developed for the construction of the new Runway project to mitigate and manage impact to heritage values during construction.

11.6.5 Five-year Action Plan

Perth Airport's five-year action program for Aboriginal heritage management between 2026 and 2030, is shown in Table 11-5. Further information on these initiatives can be found in Section 8.

Initiatives	Completion Timeframe
Incorporate cultural awareness on the Perth Airport estate.	Short-term
Continue to undertake land management activities to build and strengthen relationships and benefit Noongar communities	Ongoing
Consult and collaborate with Whadjuk Traditional Owners and Custodians to improve heritage and land management on the estate	Ongoing
Engage with Aboriginal stakeholders to develop cultural heritage management plans and incorporate cultural elements into new developments and projects	Ongoing

Table 11-5 Aboriginal heritage five-year action plan
Source: Perth Airport

Passenger Jet Terminal 1965

11.7 Built Heritage Management

11.7.1 Objective

Identify and promote the post-European and aviation history of the Perth Airport estate.

11.7.2 Overview

As a landmark site within the Perth landscape, the Perth Airport estate has a long and rich history of activity.

Perth Airport sits on the traditional lands of the Whadjuk people of the Noongar Nation, which once formed part of their traditional travelling networks. Perth Airport's recognition and management of Aboriginal cultural heritage is detailed in Section 8.

The Perth Airport estate has also played an important role in the post-European history of the region and the development of aviation in Western Australia. Prior to the site's official use as an airport in the latter half of the 20th century, the landscape was utilised for agricultural pursuits, a golf course, and a RAAF base during World War II.

There are no sites of heritage significance within Perth Airport that are listed on the National Heritage List or on the Commonwealth Heritage List.

11.7.3 Built Heritage

Heritage assessments have identified two non-Indigenous historic areas within Perth Airport; however, the full extent of these sites and values has not been determined.

Allawah Grove (formerly Guildford Army Camp, Camp 22, and Reserve 12720) has a complex history. It has been variously utilised as a camp reserve for Aboriginal people, a World War II army camp, State housing commission flats, and later as an Aboriginal housing settlement. Additionally, a plane crash occurred at Camp 22 in 1949. Allawah Grove has both Aboriginal and historic heritage values and archaeological potential, and is registered as a Heritage Place on the State's inHerit register.

The land located off Dunreath Drive has varied archaeological potential associated with the remains of rural or semirural houses built in the early decades of the 20th century, along with the remains of associated outbuildings and facilities such as sheds, wells, septic tanks, earth closets (composting toilets), and farm-related infrastructure. The rural residences and farmlets, market gardens and poultry farms that preceded the airport, mark a particular time in the development of the region from rural farmland held as large estates, to smaller farmlets and modest rural holdings.

11.7.4 Aviation Heritage

The layout of Perth Airport's airfield and other built landscape elements are a legacy of nearly 90 years of airport development, the existing cross runway 06/24 having been constructed in 1944 and the existing main runway 03/21 in 1949.

The history of Perth Airport, from the initial land acquisition in 1938, its use as a RAAF base during World War II and its development today, is detailed in Section 2.4.

Perth Airport's Public Viewing Area is located on Dunreath Drive, within the Airport West precinct. The viewing platform, which opened in 2011, was designed to incorporate elements of aviation history and to preserve and showcase the surrounding natural environment. The shelter reflects the shape of the body section of a Boeing 747, with one section of paving 120 feet long (36.5 metres)—the same distance as the first flight undertaken by the Wright brothers. Signage is provided about the history of aviation and the airport. The viewing platform is wheelchair accessible and is a popular place for plane spotting.

11.7.5 Current Management

Perth Airport has implemented a Land and Biodiversity Management Plan to outline the environmental management requirements necessary to meet Perth Airport's goals and commitments, including built heritage considerations.

Planning for the next phase of works to achieve consolidation of all passenger services within the Airport Central precinct identified a potential relocation of the outdoor viewing platform (described in Section 13.10). Any future relocation or upgrade will consider opportunities for increasing awareness of the role of the airport's aviation history.

11.7.6 Recent Achievements

- A Land and Biodiversity Management Plan was developed in 2024 to guide the appropriate management of Perth Airport's environmental and heritage values.

Part D

The Future Plan for Perth Airport

Perth Airport Consolidation Major Project Sequencing

Project delivery timelines are indicative and subject to change.

To support effective implementation, Perth Airport incorporates contingency measures into all project planning, addressing considerations such as traffic flow, logistics routes, and passenger access to terminal.