

2 Perth Airport Today



2.1 Background

Perth Airport is Australia's Western Hub, connecting Western Australia to the rest of the nation and the world. It operates 24 hours a day, seven days a week, and is one of the most important infrastructure assets in Western Australia. As the fourth-largest domestic and international airport in Australia by passenger volume, Perth Airport connects to 22 international airports (including major global hubs such as Dubai, Singapore, Hong Kong, Doha and Kuala Lumpur), 13 interstate airports, and 79 regional airports and mine site airstrips in Western Australia.

Within Australia, Perth Airport provides an access point to Western Australia from interstate locations and serves as the central transportation hub for regional destinations, such as significant mining regions and popular tourist destinations. The airport is a vital link in the Western Australian resources sector supply chain, providing connectivity for the fly-in fly-out (FIFO) workforce and for Western Australians who live in remote communities.

The Perth Airport estate is 2,105 hectares in size and has sufficient land to support Western Australia's demand for commercial aviation services well into the future. Perth Airport is located 12 kilometres east of Perth's Central Business District (CBD) and is well connected and integrated with major highway and freeway networks, including Tonkin Highway, Leach Highway and Roe Highway.



Perth Airport connects to 22 international airports, 13 interstate airports and 79 regional airports.



The Perth Airport is the fourth-largest domestic and international airport in Australia by passenger volume.

2.2 Ownership of Perth Airport

In July 1997, the operation and management of Perth Airport was transferred from the Commonwealth of Australia to Westralia Airports Corporation through a 50-year (and 49-year extension option) lease arrangement. In 2011, Westralia Airports Corporation changed its trading name to Perth Airport Pty Ltd. Perth Airport Pty Ltd is a wholly-owned subsidiary of Perth Airport Development Group Pty Ltd (PADG), a privately held corporation owned by institutional investors. The shareholders of PADG, as of January 2025, are shown in Figure 2-1.

Superannuation funds make up 70 per cent of the ownership with the balance comprising of Australia’s sovereign wealth. The investment strategies of superannuation funds, which include investing in long-term infrastructure investments, together with their continuing inflow of funds from superannuants, makes them very suitable as shareholders for Perth Airport. Perth Airport funds infrastructure development and maintenance investment through a mix of equity and debt from banks and capital markets.

2.3 Airport Site

Perth Airport is located 12 kilometres east of Perth’s Central Business District (CBD) and is well connected and integrated with major highway and freeway networks, including Tonkin Highway, Leach Highway and Roe Highway, as well as the Forrestfield-Airport Link that joined Perth Airport to the metropolitan rail network in 2022. The location of Perth Airport in relation to the Perth metropolitan region and key transport infrastructure is shown in Figure 2-2.

Perth Airport is the largest of four airports in the greater Perth metropolitan region. Jandakot Airport, located about 19 kilometres south-west of Perth Airport, is the region’s secondary commercial airport and handles smaller general aviation traffic. The Royal Australian Air Force (RAAF) has two aerodromes in the region, with RAAF Base Pearce and RAAF Base Gingin located about 30 kilometres and 54 kilometres north of Perth Airport respectively. They share airspace with Perth Airport but are not available for commercial aviation.

The estate boundary adjoins the local government areas of the City of Belmont, City of Swan and the City of Kalamunda.

Urban development of the areas surrounding the airport has increased significantly since the airport site was established in 1938, with Perth Airport now surrounded by a mix of commercial and industrial uses, recreational areas and medium-intensity residential development.

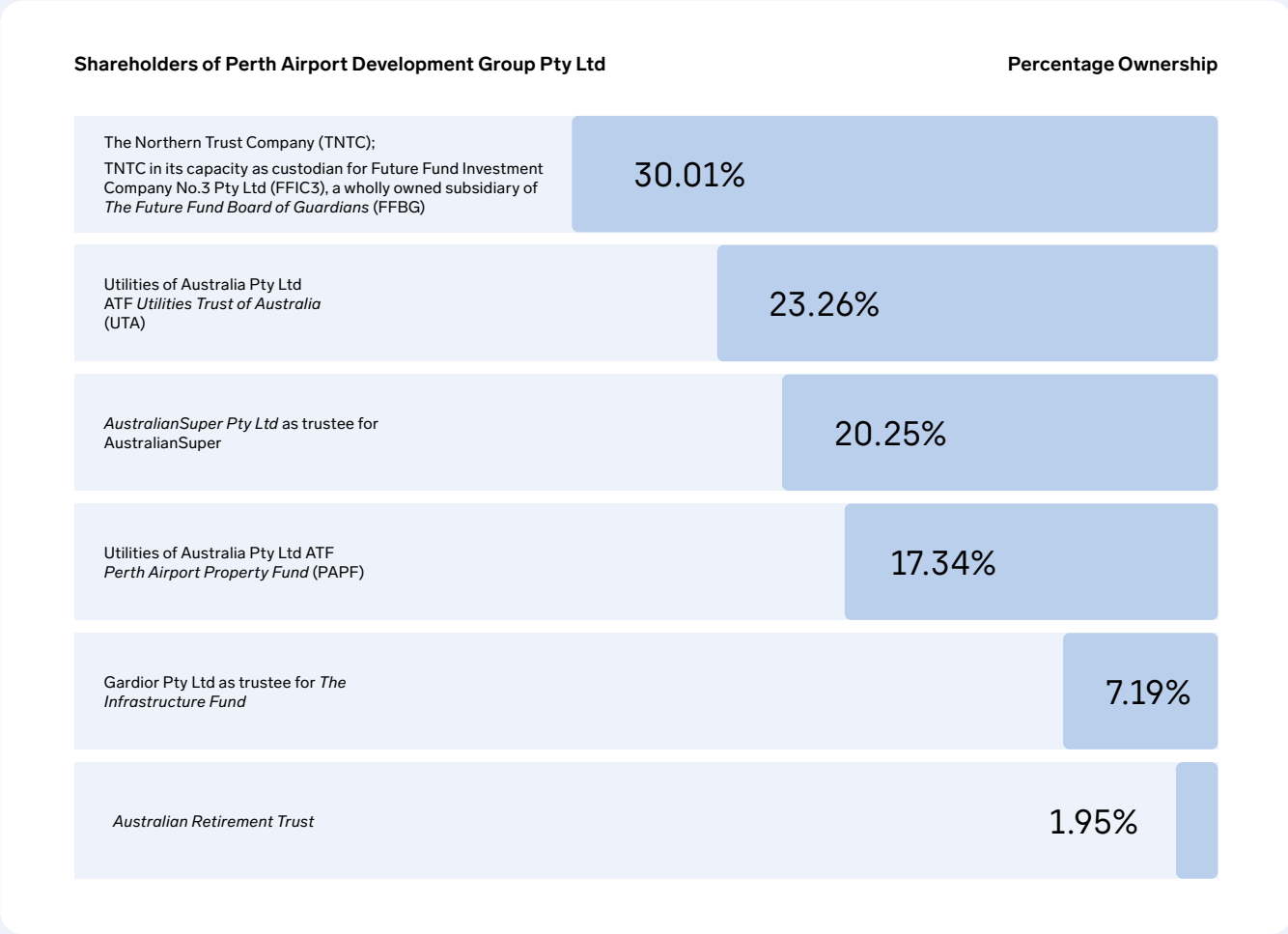


Figure 2-1 Perth Airport Development Group Pty Ltd Shareholders as of January 2025
Source: Perth Airport

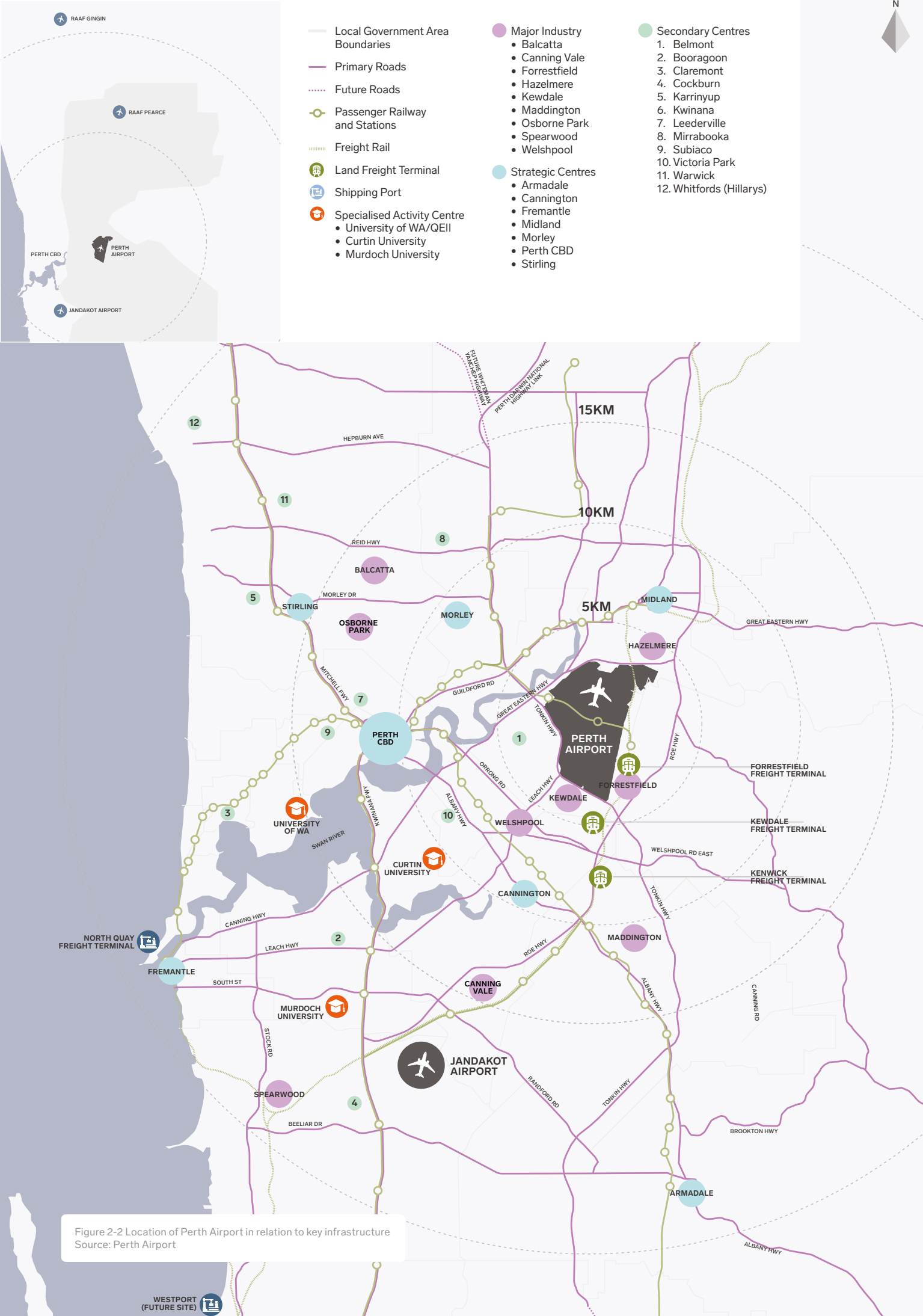


Figure 2-2 Location of Perth Airport in relation to key infrastructure
Source: Perth Airport

2.4 Airport History

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. Today, the airport is part of a modern travelling network that takes Western Australians to all corners of the globe and welcomes people from around the world to Western Australia.



An aerial image of Perth Airport in the 1960s.

2.4.1 Aboriginal History

Archaeologists date Aboriginal activity in the Perth area to around 40,000 years ago. The land on which the Perth Airport estate is located forms part of the traditional network of communication routes, meeting places and camping sites of the Noongar people. The Noongar groups traditionally lived throughout the south-west corner of Western Australia, from Geraldton on the west coast and across to Esperance on the south coast.

It is believed that Munday Swamp, a 20-hectare wetland in the east of the airport estate, was named in 1829 after 'Mundy', the young tribal leader of the Beeloo people. The cosmology of Munday Swamp is deeply connected to the landscape and a number of creation or dreaming stories are linked to the network of places surrounding the area.

As the traditional custodians, the Noongar people maintain a strong interest in the airport and its operations.

2.4.2 European Heritage

Early European occupation of the land within the vicinity of the Perth Airport estate dates to the mid-late 1800s and is intrinsically related to the establishment of the Swan River Colony in 1829.

The foundation of Guildford to the north-west of the airport estate occurred within the first years of the colony. It was chosen for its ideal location between the Swan and Helena Rivers. Due to its location, the town site served as an inland river port and market centre for the surrounding agricultural districts.

The estate land contains remains of early 20th-century rural or semi-rural houses, outbuildings, wells, septic tanks, and farm infrastructure. These sites reflect a period in the region's development, transitioning from large estates to smaller farmlets and rural holdings.

2.4.3 Early Airport Development

Western Australia can claim to be the birthplace of civil aviation in Australia, with the nation's first significant flight taking place in 1911, and the earliest and largest civil aviation network of any state.

The first recorded flight in Western Australia occurred on 9 January 1911, when Joseph Hammond flew a biplane from a makeshift airstrip at the Belmont Racecourse over the city and Kings Park. In 1919, Sir Norman Brearley started operating demonstration flights and joy flights from the Western Australia Cricket Association ground in East Perth, before moving in 1920 to Langley Park, located along the Swan River adjacent to the Perth city centre.

In 1925, Sir Norman Brearley relocated his fledgling airline, Western Australian Airlines, to the newly constructed Maylands Aerodrome. Maylands Aerodrome quickly grew with increasing air traffic movements and the development of larger aircraft types.

To accommodate air traffic growth, the Dunreath Golf Course and market garden land was acquired in 1938 as the site of the new Guildford Aerodrome (now Perth Airport). In early 1942, this land was converted to an RAAF base. The first runway (the now closed runway 01/19), which was designed for RAAF aircraft, was built in 1943 by Western Australia's Main Roads Department. A second runway (now the cross runway 06/24) was laid down a year later.

Maylands Aerodrome had become too small for the larger passenger aircraft being used, and in 1944 the Australian Government agreed to allow Australian National Airways and the Queensland and Northern Territory Aerial Services Ltd (Qantas) to share Guildford Aerodrome with the RAAF.

Guildford Aerodrome continued to operate as an RAAF base until 1945. A third runway (now the main runway 03/21) was constructed in 1949.

In 1952, Guildford Aerodrome was officially renamed Perth International Airport and facilitated its first international flight to South Africa. In the same year, the first international terminal was built using second-hand wartime materials at a cost of £180,000.

By the mid-1950s less than eight per cent of the Australian population had ever flown. Words like 'tour' and 'holiday' had begun to be included in the marketing of air travel and passenger numbers and demand for flights were rising rapidly.

In 1962, the main domestic airlines moved out of their individual hangars and into the first combined domestic and international terminal, which was opened to coincide with that year's British Empire and Commonwealth Games hosted by Perth.

In 1966, the main runway was extended and upgraded to cater for larger jet aircraft such as the Boeing 707. By the time Qantas flew the first Boeing 747 flight to Perth on 3 September 1971, the facilities at Perth Airport were battling to cope with the demand for domestic and international flights.

1911

The first recorded flight in Western Australia occurred on 9 January 1911.

2.4.4 Airport Expansion

In 1973, a Joint State and Federal Working Group completed a study which confirmed that the Perth Airport site would continue as the sole regular public passenger transport airport for the Perth region.

A final report on the aviation requirements for the Perth Region was released by the Federal Department of Transport in 1979. The Working Group concluded that Perth Airport should be developed as the primary airport for the Perth metropolitan region and that it be based on a future parallel runway system.

Following the Working Group’s recommendations, additional land was acquired to the east of the airport to accommodate the planned long-term expansion, including a proposed parallel runway system. During this period, the main runway was also extended by 300 metres to its current length of 3,444 metres.

Formalising the planning from the Joint Working Group, the Federal Department of Aviation released Perth Airport’s first public Master Plan in 1985. The Master Plan 1985 outlined:

- the planning concept for consolidation of terminals into a central location
- the alignment and location for a parallel runway system, comprising the existing main runway and a new runway
- an aircraft noise footprint, in the form of an Australian Noise Exposure Forecast (ANEF), for the future runway infrastructure options, and
- the need to ensure appropriate land-use development around the airport to minimise the impact of future operations on surrounding communities.

In 1986 a new \$60 million International Terminal Complex (T1 International) on the eastern side of the airport was opened, along with a new Air Traffic Control tower.

In the late 1980s, Qantas Group constructed the now Terminal 4 (T4) and Ansett Australia constructed the now Terminal 3 (T3) for their individual domestic operations on the western side of the estate.

The Federal Airports Corporation (FAC) was formed in 1988 to manage Australia’s largest and busiest airports, including Perth Airport, as a self-funding commercial entity. In 1992, FAC continued compulsory acquisition of land for the long-term development of the Perth Airport site.

2.4.5 Privatisation

As a result of the increasing cost of maintaining ageing airfield infrastructure and the need for major redevelopment of airport facilities, the Australian Government commenced the privatisation of 21 Australian airports on a leasehold basis. As part of the first phase of the privatisation process, in 1997 control of Perth Airport was transferred to Westralia Airports Corporation (now Perth Airport Pty Ltd) under a 50-year plus 49-year option leasehold option.

As a condition of the lease with the Commonwealth of Australia, Perth Airport was required to gain approval for a new master plan. The Federal Minister for Transport and Regional Services approved Master Plan 1999 which outlined future developments on the estate. The approved Master Plan 1999 remained consistent with the earlier Master Plan 1985 that saw a future central terminal precinct and a parallel runway system. Since privatisation, a revised master plan has been prepared by Perth Airport and approved by the relevant Federal Minister every five years.

In 2001, Perth Airport purchased T3 following the financial collapse of Ansett. T3 became a multi-user terminal, initially servicing Skywest and Virgin Blue, and later Alliance Airlines, Ozjet Airlines and Tiger Airways operations.



The International Terminal (T1) opened in 1986, transforming Perth Airport’s global connectivity. Over the years, the terminal has seen ongoing expansion and upgrades, including the replacement of three aerobridges in 2020.

2.4.6 Airport Development

In May 2008, Perth Airport released its Vision for the Future which, through a staged major redevelopment, would see all commercial air services consolidated in terminal facilities within the Airport Central precinct.

Perth Airport committed to the first stage of consolidation with a privately funded investment program worth more than \$1 billion, including 92 projects each valued over \$5 million.

The opening of the \$121 million Terminal 2 (T2), adjacent to T1 International, in March 2013 marked the first stage of consolidation, with Alliance Airlines and Virgin Australia Regional Airlines (formerly Skywest) relocating from T3 into the new T2.

The transformation of the T1 International arrivals experience was completed in late 2014. The \$80 million project substantially expanded and enhanced customs, baggage reclaim, biosecurity and duty-free retail areas. In 2015 a further \$41 million was spent to upgrade the international departures experience, with outbound immigration, passenger security screening and retail areas expanded and renewed.

The year 2015 also saw the opening of the new Terminal 1 Domestic (T1 Domestic) pier and completion of the T1 International departures expansion. The \$338 million Domestic pier allowed Virgin Australia to consolidate its services into Airport Central and provides passengers with a seamless transfer between regional, interstate and international services in one convenient location. Its design facilitates 'swing gate' operations for up to four aircraft, enabling the gates to be used for either international or domestic aircraft optimising the use of both the terminal infrastructure and aircraft parking bays. The pier also included innovative sustainable design features to reduce energy consumption, particularly the use of natural light and a façade providing shade during the summer months.

Included in this program of works were significant airfield infrastructure upgrades, with \$250 million invested in new taxiways, taxiway widening, enhanced lighting and approach equipment as well as runway overlays.

In 2016, Perth Airport began a \$36 million investment to upgrade its airfield infrastructure to Category III to allow landings in reduced visibility during adverse weather, such as fog. Although fog and periods of severe low visibility at Perth Airport occur infrequently each year, the upgrade improves Perth Airport's operational effectiveness and provides greater certainty to passengers and businesses by reducing the likelihood of air services requiring delay or cancellation, or worst case, diversion to alternative airports. The upgrade to Category III infrastructure was completed in 2018.

The completion of the **\$1.86 billion** Forrestfield-Airport Link in 2022 has provided passengers, staff and members of the public with an alternative travel option for arriving at and departing from the airport.

On 24 March 2018, Qantas Group commenced direct Perth-London flights using new Boeing 787-9 Dreamliner aircraft. Perth Airport and Qantas Group undertook significant works to enable international services to operate from T3 and provide Qantas customers with an integrated travel experience. The \$28 million upgrade provided an integrated terminal that can alternate between domestic and international operations and provide flexibility and a seamless journey for passengers who are transiting from international to a regional destination. The international wing features a large outdoor deck with alfresco seating, an immigration and customs area, additional food and beverage outlets, and a new duty-free store.

The operation of T4, including terminal management, security screening, facilities maintenance, advertising, food and beverage and speciality retail, was transferred to Perth Airport from the Qantas Group on 31 January 2019, following the expiry of a 30-year lease. Since taking over the operation of T4, Perth Airport has invested \$51 million to upgrade the facilities.

Perth Airport has also undertaken significant investment in commercial and industrial property development on land not required for aeronautical development. The estate currently hosts more than 200 tenants, with planned further expansion. This includes expansion of ground transport networks, in consultation with Main Roads WA and the Public Transport Authority, as well as expansion of the utilities infrastructure to accommodate the planned development. The airport is recognised as a prime location for transport, logistics and resource sector companies due to its efficient access to multiple transport modes, coupled with high safety and security standards.



Airport Central Station

Perth Airport has invested significantly in commercial developments that provide employment opportunities and growth in the economic prosperity of the eastern metropolitan region of Perth and Western Australia. Developments over the past five years include:

- the Costco Wholesale retail facility
- nine logistics warehouse facilities
- Dunreath Village, comprised of a Woolworths supermarket and other specialty retail tenancies, and
- a highway services development which includes McDonald's, KFC and car wash facilities.

The combination of extensive aviation-related and commercial developments has underpinned the transformation of Perth Airport from a pure aviation-support facility into an integrated transportation and logistics hub with other commercial operations.

In addition to the Perth Airport funded projects, both the Western Australian and Australian governments have contributed significantly to fund infrastructure supporting the transformation of Perth Airport, improving road and public transport access to the airport to support the consolidation of all commercial air services to the Airport Central precinct.

The \$1 billion Gateway WA project, Western Australia's largest-ever road project, was completed in 2016 and greatly improved access to Perth Airport as well as enhancing the safety and efficiency of one of the state's most important freight transport corridors. The Australian Government provided \$676 million, and the Western Australian Government contributed \$310 million to fund the

development, with Perth Airport supporting the project through the contribution of nearly 30 hectares of land, financial input, and the construction of roadworks valued at \$35 million within the estate.

The completion of the \$1.86 billion Forrestfield-Airport Link in 2022 has provided passengers, staff and members of the public with an alternative travel option for arriving at and departing from the airport. The 8.5-kilometre underground extension of the Perth rail network, from Bayswater to Forrestfield, includes 3.8 kilometres located within the Perth Airport estate and forms an integral component of Perth's long-term public transport network to meet existing and future public transport demand. The rail service provides improved connectivity between Perth Airport, the Perth CBD and the wider metropolitan area, as well as providing a viable alternative to car travel between these destinations.

The Forrestfield-Airport Link project included the Airport Central Station—constructed next to the Air Traffic Control tower in the Airport Central precinct—and Redcliffe Station and High Wycombe Station located outside the airport estate. The Airport Central Station gives passengers access to T1 and T2 via a 280-metre long elevated 'Skybridge' walkway constructed by Perth Airport.

The Forrestfield-Airport Link was jointly funded by the Australian Government (\$490 million) and Western Australian Government (\$1.37 billion) and delivered by the Western Australian Government. Perth Airport contributed 2.2 hectares of land for the Airport Central Station, Redcliffe Station and the Redcliffe Station car park.

The Perth Airport estate is shown in Figure 2-3.



Figure 2-3 Perth Airport estate
Source: Perth Airport

2.5 Significant Developments Since 2020

Table 2-1 outlines the aviation and non-aviation developments that were completed during the term of the Master Plan 2020.

Projects completed in 2020	
T2 Apron Expansion	Provision of two additional Code C aircraft standoff parking positions and reconfiguration of existing standoff bays
T1 Common Use Self Service Kiosk and Bag Drop —Stage 1	Installation of 36 common use self-service check-in kiosks, 16 bag drops and six airline workstations to improve the efficiency of passenger check-in
Singapore Airlines Lounge Expansion	Expansion of the Singapore Airlines premium lounge in T1 International
T1 International Departure Gates 52-54 Upgrade	Replacement of three aerobridges with dual head apron drive aerobridges, and installation of ramps and lifts at each of these gates, eliminating the need for passenger boarding via stairs from the second-floor departure lounge
Skybridge	280-metre-long elevated walkway connecting the new Airport Central rail station to the T1 and T2 terminals
Costco Wholesale	New 14,000 square metre large format retail warehouse, including an optical centre, hearing aid centre, tyre centre and petrol station
Geodis	2,900 square metre office and warehouse facility utilised by Geodis as its primary WA warehousing and distribution centre



280M

280-metre-long elevated walkway connecting the new Airport Central rail station to the T1 and T2 terminals.

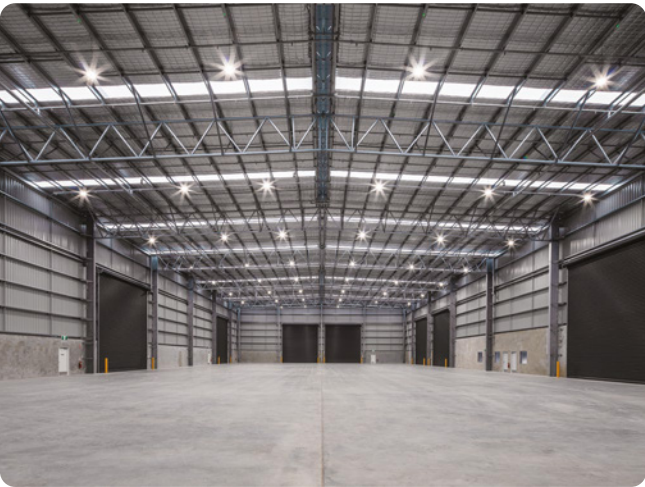


Projects completed in 2021		
T1 Auto Boarding—Gate 53		Implementation of automatic boarding gate technology on Gate 53
Service Animal Respite Areas		Service Animal Respite Areas constructed at T1, T3 and T4 to provide passengers travelling with assistance-animals the availability of in-terminal facilities to toilet their animals
Westrac		2.6-hectare industrial development with distribution warehouse and office facilities
Westrac		3.2-hectare industrial development with workshop and office facilities
Pacific Energy		1.6-hectare purpose-built industrial office and warehouse development for a leading renewable energy service provider
Cummins		New 6,342 square metre industrial warehouse and office facility constructed for diesel and alternative-fuel engine parts



3.2HA

3.2-hectare industrial development with workshop and office facilities.



Projects completed in 2022		
T1 Landside Remix Project		An internal refurbishment of the landside retail area, including a new decompression zone, which provides additional space for retail development.
Security Screening Reform Project		Introduction of enhanced security screening equipment for passenger screening and checked baggage screening in T1, T2, T3 and T4
T1 Changing Places Facility		Construction of a Changing Places facility to provide secure, suitable amenities for people who cannot use standard accessible toilets in T1
T1 Level 2 Aspire Lounge		Award winning passenger lounge in T1 that features panoramic views of the airfield and Perth city skyline, offering passengers a cost-effective, high-quality lounge experience
Airport Central Station and Forrestfield-Airport Link		Completion of the Public Transport Authority's new rail station in the Airport Central precinct and commencement of the Forrestfield-Airport Link
United Petroleum		24/7 petrol station with a variety of food outlets, a convenience store, vehicle washing facilities, and indoor and outdoor rest and fatigue facilities




2.2-hectare shopping centre development with 50kW rooftop solar that targeted 4-Star Green Star rating.



Projects completed in 2023		
New Singapore Airlines Lounge		Internal refurbishment of existing vacant airline lounge to deliver a new departure lounge for Singapore Airlines
T2 Boarding Gate Expansion		Construction of two new boarding gates in T2
T3/T4 Car Park Expansion		Car park expansions to add 155 shaded car bays to Long Term B Car Park and 216 additional undercover bays within the T4 Premium Car Park
T3/T4 Short Term Saver Car Park		A new Short Term Saver Car Park at T3/T4, providing an additional 533 car parking bays
T3/T4 Forecourt Management System		Implementation of an express pick up/drop off system for the T3/ T4 forecourt, including an additional 20 car bays, redesign of ACROD bays, and improvements to pedestrian flow by upgrading the pedestrian crossing and installing traffic lights
T3/T4 Long Term Car Park E		Construction of new Long Term Car Park E to provide an additional 576 car parking bays
T3/T4 Staff A Car Park Expansion		Expansion of Staff A Car Park to provide an additional 175 car parking bays
Noongar Welcome Signage Installation		Installation of illuminated welcome signs in the Noongar language at the entries to the Airport Central and Airport West precincts
Pedestrian Path between Redcliffe Station and T3/T4		New pedestrian pathway between Redcliffe Station and T3/ T4
Air Radiators		Construction of 2,400 square metre industrial workshop and office facility with 50kW of rooftop solar that achieved 4-Star Green Star Design and As-Built v1.3 sustainability certification
Dunreath Village—Stage 1		2.2-hectare shopping centre development with 50kW rooftop solar that targeted 4-Star Green Star rating. Tenants include Woolworths, Priceline and other speciality retail shops
Officeworks Customer Fulfilment Centre		Purpose-built 15,000 square metre warehouse with 100kW rooftop solar that achieved 4-Star Green Star Design and As-Built v1.3 sustainability certification, modernising the Officeworks supply chain.

Projects completed in 2024		
T1 Auto Boarding Gates 50-54		Implementation of automatic boarding gate technology on Gates 50, 51, 52 and 54
T1 Sensory Room		A safe, comfortable enclosed space in the T1 departures lounge for passengers who experience sensory processing difficulties, where they may decompress prior to their flight. This is the first room of its type at a major Australian airport.
T2 Expansion—Stage 1		Refurbishment and expansion of the T2 departures lounge and terminal amenities to provide additional seating and enhanced retail opportunities
Long Term H Car Park Conversion		Conversion of 1,000 car bays within the Long Term H Car Park (Airport Central) into dedicated airport staff parking facilities
Long Term L Car Park		New 2,300 bay long term car park within the Airport Central precinct
Long Term K Car Park Expansion		Expansion to existing Long Term K Car Park within Airport Central, creating an additional 1,000 car bays
Virgin Australia Regional Airlines Maintenance Hangar		5,000 square metre maintenance hangar with 39kW rooftop solar and 10,000 square metre new apron area (submitted for 4-Star Green Star Design and As-Built v1.3 sustainability certification)
Aviation Support Precinct—Stage 1		Civil works to support four aviation support sites and one commercial development site, including a new access road from Paltridge Road and reconfiguration of the Gate 1 airside access facility
Border Express		13,000 square metre logistics warehouse and office facility that achieved 4-Star Green Star Design and As-Built v1.3 sustainability certification
Highway Services		1.67-hectare commercial development with McDonalds, KFC and IMO car wash facilities
Capital Group Transport		1.15-hectare industrial development with warehouse and office facilities
Dnata		1.7-hectare industrial warehouse and office facilities (submitted for 4-Star Green Star Design and As-Built v1.3 sustainability certification)



A safe, comfortable enclosed space in the T1 departures lounge for passengers who experience sensory processing difficulties, where they may decompress prior to their flight. This is the first room of its type at a major Australian airport.



Projects underway/completed in 2025		
T2 Apron Expansion—Stage 1		Additional 42,000 square metres of aircraft apron constructed to the south of T2, providing six new aircraft parking stands
T1 Level 2 Departures Lounge Upgrade		Reconfiguration of seating adjacent to Gates 53-56 to improve range and choice of seating, together with additional food and beverage and speciality retail stores to improve the overall passenger experience
T1 International Arrivals Experience		A combination of static and digital artwork along the T1 International arrivals journey, including a cultural art activation
T1 Level 2 Duty Free Refurbishment and Expansion		Expansion and reconfiguration of the duty-free facilities to enhance the choice and range of goods for sale and improve passenger circulation through the store
T1 Domestic Kids Play Area		Play area design with inclusive features for all children, with natural wood tones, a slide and interactive zones
T2 Forecourt Reversal		Conversion of Sugarbird Lady Road to a one-way (southbound) traffic flow that provides two lanes for vehicles exiting the T2 forecourt
Dunreath Village—Stage 2		1,250 square metre Dan Murphy’s Liquor Store, connected to Dunreath Village
Arc Infrastructure Office		New 4,630 square metre office development in Airport West precinct, targeting 4-Star Green Star Buildings sustainability certification (due for completion 2026)

Table 2-1 Perth Airport aviation and non-aviation developments completed since 2020
Source: Perth Airport



A combination of static and digital artwork along the T1 International arrivals journey, including a cultural art activation.



2.6 Achievements Since 2020

2020

In 2020, Perth Airport became the first Australian airport to receive the newly established Airport Health Accreditation from the Airports Council International, which set a global standard for airports in keeping passengers and airport workers safe.

2021

In 2021 and 2022, Perth Airport achieved the No. 1 ranking among participating Oceania airports and Sector Leader Status in transport, by the international GRESB process that rates the environmental, social and governance performance of major infrastructure assets.

2022

In 2022, Perth Airport introduced its Hidden Disabilities program and constructed Changing Places facilities and Service Animal Respite Areas in T1 and T4 to facilitate travel for those with disabilities.

Perth Airport's Aspire Lounge was named the Best Airport Lounge in Oceania at the World Travel Awards in September 2022, and also won the Airport Excellence Commercial Award at the National Airport Industry Awards in 2022. The T1 International Aspire Lounge opened in March 2022 and features panoramic views of the airfield and Perth city skyline, offering passengers a cost-effective, high-quality lounge experience.

2024

Perth Airport was awarded Best Airport Staff Service in Australia and Pacific at the 2024 World Airport Awards. Testament to Perth Airport's commitment to providing an outstanding and world-class customer experience for passengers travelling through its terminals, the award is determined through the largest annual global airport customer satisfaction survey that evaluates the customer experience across all front-line areas of airport service and facilities at over 550 airports: from check in, arrivals, transfers, shopping, security and immigration, to departure at the gate.

At the 2024 Australian Airports Association Industry Awards, Perth Airport's Dunreath Village development, located in the heart of the Airport West precinct, won the Commercial Airport Excellence Award.

2025

In 2025, Perth Airport was the first major Australian Airport to open a Sensory Room in its T1 International departures lounge for individuals who experience sensory processing difficulties. The project won the Iwan Iwanhoff Award for Small Project Architecture at the 2025 Australian Institute of Architects (AIA) WA Chapter Awards.

2.7 Facilities And Infrastructure

Perth Airport has the following aviation infrastructure within the estate:

- two runways, comprising the main runway 03/21 which is 3,444 metres long, and the cross runway 06/24 which is 2,163 metres long
- 21 kilometres of aircraft taxiways
- 587,080 square metres of aircraft apron
- five passenger terminals
- short- and long-stay car-parking
- taxi, car rental, rideshare, car-share, public bus, rideshare and cycling facilities
- air freight facilities, including direct airside access and cold storage
- aircraft maintenance hangars and associated facilities
- in-flight catering
- general aviation and helicopter facilities
- aviation rescue and firefighting facilities
- air traffic control tower, and
- aviation fuel infrastructure.

3,444M

Main runway 03/21 is 3,444 metres long.

2,163M

Cross runway 06/24 is 2,163 metres long.

2.8 Operations

Perth Airport operates 24 hours, seven days a week, providing an essential link for business and leisure travel, and meeting the needs of:

- regional communities and the resource sector
- interstate domestic travel
- international access to multiple global destinations, and
- freight, including express and time critical supplies.

Maintaining operational flexibility is critical to supporting Western Australia’s economy. Perth Airport is part of a national and global aviation network and, as such, its flight times and schedules are not determined locally. The viability of many of Perth’s international air services depend on linking with connecting networks through hub airports, such as Dubai and Singapore. Any restrictions on the operations of Perth Airport would lead to a significant loss of air services, which may result in a reduction of service levels and an increase in the cost of flying for both businesses and members of the community.

The operational conditions at Perth Airport are also critical to maintaining and supporting effective freight and logistics. A multitude of industries from minerals such as gold and diamonds, primary produce such as seafood and meat, and a variety of specialist imports rely on the extensive dedicated freight and passenger aircraft ‘belly freight’ to support industry. The period between 11.00 pm and 6.00 am currently represents 29 per cent of international flights, including freight services, and 14 per cent of regional flights.

The type and size of aircraft operating at Perth Airport varies greatly, from small propeller engine aircraft to the largest passenger jet in service, the Airbus A380.

Perth Airport plays a key role in facilitating FIFO operations vital for the mining industry. A key focus of regional airlines is transporting personnel to and from remote locations, with FIFO workers representing around 83 per cent of regional travellers in Western Australia. FIFO passenger volumes play a key role in guiding infrastructure planning at Perth Airport, directly influencing the sizing of all domestic terminal facilities and airfield capacity. The operations of Perth Airport are dependent on the wide range of functions undertaken by the organisations outlined in Table 2-2.



Function	Description	Organisation/Agency
Airport operator	Provides, operates and maintains the necessary airport infrastructure	Perth Airport Pty Ltd
Airlines and aircraft operators	Provide aircraft, passenger and freight services	Currently more than 35 commercial aircraft operators at Perth Airport
Air navigation service	Management of Perth Airport airspace, aeronautical information, aviation communications, and radio navigational aids	Airservices Australia
Rescue and firefighting services	Response to aircraft and other emergencies within the airport estate	Airservices Australia WA Department of Fire and Emergency Services St John Ambulance Australia Western Australia Police
Aviation fuel infrastructure	Provide fuel storage and aircraft refuelling operations	Perth Airport Pty Ltd
Ground transport operators	Provide services for passengers and airport staff to access the airport	Multiple private operators Public Transport Authority
Border protection and security	Ensure that the airport is secure and that international operations are conducted in accordance with relevant legislation	Federal Department of Home Affairs Federal Department of Agriculture, Fisheries and Forestry Australian Federal Police Western Australia Police Private contractors
Ground handling services	Provide various services to facilitate the efficient turnaround and operation of aircraft	Multiple companies, including Swissport and Menzies Aviation
Retail and other commercial operations	Provide services for passengers and airport staff as well as providing non-aviation employment and services to the wider community	Currently over 200 tenants on the estate

Table 2-2 Perth Airport current operations
Source: Perth Airport

2.9 Current Initiatives

2.9.1 Airport Consolidation

The next 10 years will be a transformative period for Perth Airport, with a multi-billion-dollar investment program set to deliver the long-awaited ‘one airport’ for Western Australian travellers.

The planning and delivery of the once-in-a-generation program of works will bring all commercial flight services into the Airport Central precinct, with a new runway, new and expanded terminal facilities, two multi-storey car parks, improvements to the road network, and the airport’s first hotel.

The centralisation of passenger operations into a single precinct was first identified as a primary state planning objective in the 1970s that considered the airport infrastructure required to meet future aviation needs of the Perth region. The site of the new international terminal and relocation of the control tower into the precinct in the 1980s were consistent with this strategy and the initial step to consolidation which was then expected to be completed within the coming decade. Significant development works within the Airport Central precinct undertaken primarily by Perth Airport have advanced the consolidation vision, with the construction of T2 and the T1 Domestic Pier, and the opening of the Forrestfield-Airport rail link and Airport Central Station in 2022.

A crucial component of the next wave of capital investment program is an historic 12-year commercial agreement between Perth Airport and Qantas Group, reached on 31 May 2024. Qantas Group committed to relocating all services to a new terminal in the Airport Central precinct, enabling the growth required to turn Western Australia into a major domestic and international hub.

In September 2024, Jetstar relocated its domestic services to T2, where it is expected to operate until moving into the new terminal facilities to be constructed.

Perth Airport is also investing in further upgrades to T3 and T4, the current home of Qantas domestic and international flights, to create additional capacity while the new terminal is being built.

2.9.1.1 New Runway

The new runway is a key component in the consolidation of operations into the Airport Central precinct. The 3,000-metre new runway, which will be located parallel to the existing main runway 03/21, is critical to enabling the full and intended operation of all passenger operations from a centralised precinct. The development of the new runway and taxiway system will support the terminal developments by providing access for arrivals and departures, balanced on either side of the Airport Central precinct.

The plans for the new runway have been included in all of Perth Airport’s Master Plans since 1985, with planning studies and initial stakeholder engagement dating back to the 1970s.

The new runway will deliver additional airfield capacity and higher levels of operational efficiency. It will ensure that airlines and passengers can rely on WA’s aviation industry to operate without persistent delay and congestion, and to provide greater connectivity to regional, domestic and international destinations.

Following a comprehensive stakeholder and public comment process, the Major Development Plan for the new runway was approved. The planning for the new runway has undergone extensive stakeholder and community engagement since 2014, with formal public comment completed in 2018. The Major Development Plan for the project was approved by the Federal Minister for Infrastructure, Transport and Regional Development on 21 November 2020. A subsequent environmental Offset Strategy for the project was approved in May 2024.

Construction works commenced in early 2025 and the runway is expected to be operational in 2028.

3,000M

Construction works commenced in early 2025 of the new 3,000-metre runway .



Figure 2-4 Artist's impression of the future consolidated Airport Central precinct
Source: Perth Airport



Figure 2-5 Artist's impression of Perth Airport's new runway
Source: Perth Airport

2.9.1.2 Terminal 2 Expansion

T2 was opened in 2013 as Western Australia’s regional terminal. It was designed primarily to meet the needs of the resource sector workforce by facilitating significant peak periods of passenger movement in a simple, intuitive single-level terminal that could be easily and cost effectively expanded.

The growth of the resource industry has increased both the number of passengers and the size of aircraft operating from T2 since the terminal opened, requiring expansion of associated facilities. Perth Airport completed the first stage of development in late 2024 through an initial expansion of the departure lounge and upgrade of amenities.

The second stage of expansion will include further extension to the departures lounge area, increase of the baggage make up area, provision of additional retail facilities and accommodation for airlines, and the introduction of common use self-service kiosks in the check-in area. Innovation is at the heart of the planning, as the design of the proposed departure lounge extension will allow it to be closed during non-peak periods, thereby reducing energy consumption and operational costs.

2.9.1.3 New Terminal

Design work for Perth’s new terminal has already commenced: the new domestic terminal and expansion of T1 International are anticipated to be completed and operational around 2031 to accommodate Qantas Group operations and provide capacity for international passenger growth in T1.

The terminal will reflect the essence of a modern, vibrant and dynamic Western Australia. Passenger-centric and fit for purpose, it is being designed to create a seamless and intuitive terminal experience for all passengers, whether they are starting their journey, transferring or returning home. Its sustainable design and proven technology will drive new levels of efficiency for airline partners.

The new terminal will deliver:

- functionality—ensuring fit-for-purpose, efficient, and safe infrastructure with sufficient capacity for operations, while enabling future growth, easy maintenance, and minimal disruption through thoughtful planning and flexible spaces
- frictionless journeys—prioritising seamless movement, preserving the benefits of a smaller airport with minimised walking distances, clear sightlines and free-flowing circulation
- passenger comfort—open, welcoming, inclusive infrastructure with a calming ambience, a progressive approach to accessibility, and dedicated facilities for all types of travellers
- a smart terminal—leveraging proven technology for enhanced customer experience and operational efficiency, and future-ready solutions to streamline passenger processing and journey control
- sense of place—creating a distinctive identity for Perth Airport as Australia’s Western hub, and
- vibrant, integrated commercial offer—thoughtful integration of commercial tenancies to enhance the customer experience, while offering diverse, multicultural dining and shopping options.

2.9.1.4 Ground Transport Consolidation

A critical component of consolidation is the provision of necessary ground transport infrastructure and upgrades. In November 2021, a Major Development Plan for Airport Central Ground Transport Upgrades was approved by the Federal Minister for Infrastructure. The project comprises infrastructure relocation and upgrades to accommodate the forecast passenger demand associated with the future terminal expansion and associated growth in the number of visitors. The upgrades will consolidate all vehicular movement and parking for T1 and T2 through:

- two new multi-modal transport interchanges, including passenger drop-off and pick-up facilities on the ground level, and multi-storey car parks on the upper levels
- upgraded road network, including full or partial grade separation at key intersections and widening of sections of Airport Drive, and
- converting the existing Airport Drive passenger drop-off access road into a pedestrian forecourt.

Works commenced in late 2024 on the first multi-storey car park and road network upgrades.



The new terminal will reflect the essence of a modern, vibrant and dynamic Western Australia.

2.9.1.5 Airport Hotel

Perth Airport has partnered with Australia’s largest hotel operator, Accor, to operate the first hotel on the airport estate under the Pullman Hotels and Resorts brand.

The landmark development is planned to be an eight-storey, 237-room hotel building that includes lounge areas, meeting and conference rooms, a wellness centre, swimming pool, and a range of food and beverage offerings, all within a landscaped setting. The building’s design and use of materials are informed by the Western Australian landscape and cultural characteristics.

The Major Development Plan for the new hotel was approved by the Federal Minister for Infrastructure in August 2025. Works should commence in 2026 and be completed in 2027.

2.9.1.6 Terminal 3 and 4

Perth Airport is delivering a series of upgrades at T3 and T4, facilitating ongoing operations and future growth opportunities of Qantas’ domestic and international services, ahead of relocation to the new terminal in the Airport Central precinct.



Artist's impression of Perth Airport's first hotel