

# 5 Development Approach



## 5.1 Perth Airport Integrated Planning Framework

Perth Airport recognises that its infrastructure plans cannot be developed in isolation from those undertaken by other authorities with responsibility for land use planning in metropolitan Perth and which provide services that directly impact the airport's viability and effectiveness. This is because Perth Airport's operations affect surrounding communities and the natural environment, and the capacity of Perth Airport to meet the community's needs is affected by land use and infrastructure decisions made beyond the airport boundary.

Perth Airport devotes significant resources to planning and has developed an Integrated Planning Framework that ensures the interrelationships between the various inputs are properly defined, assessed and incorporated into future strategic planning and development. Figure 5-1 provides a general description of Perth Airport's Integrated Planning Framework.

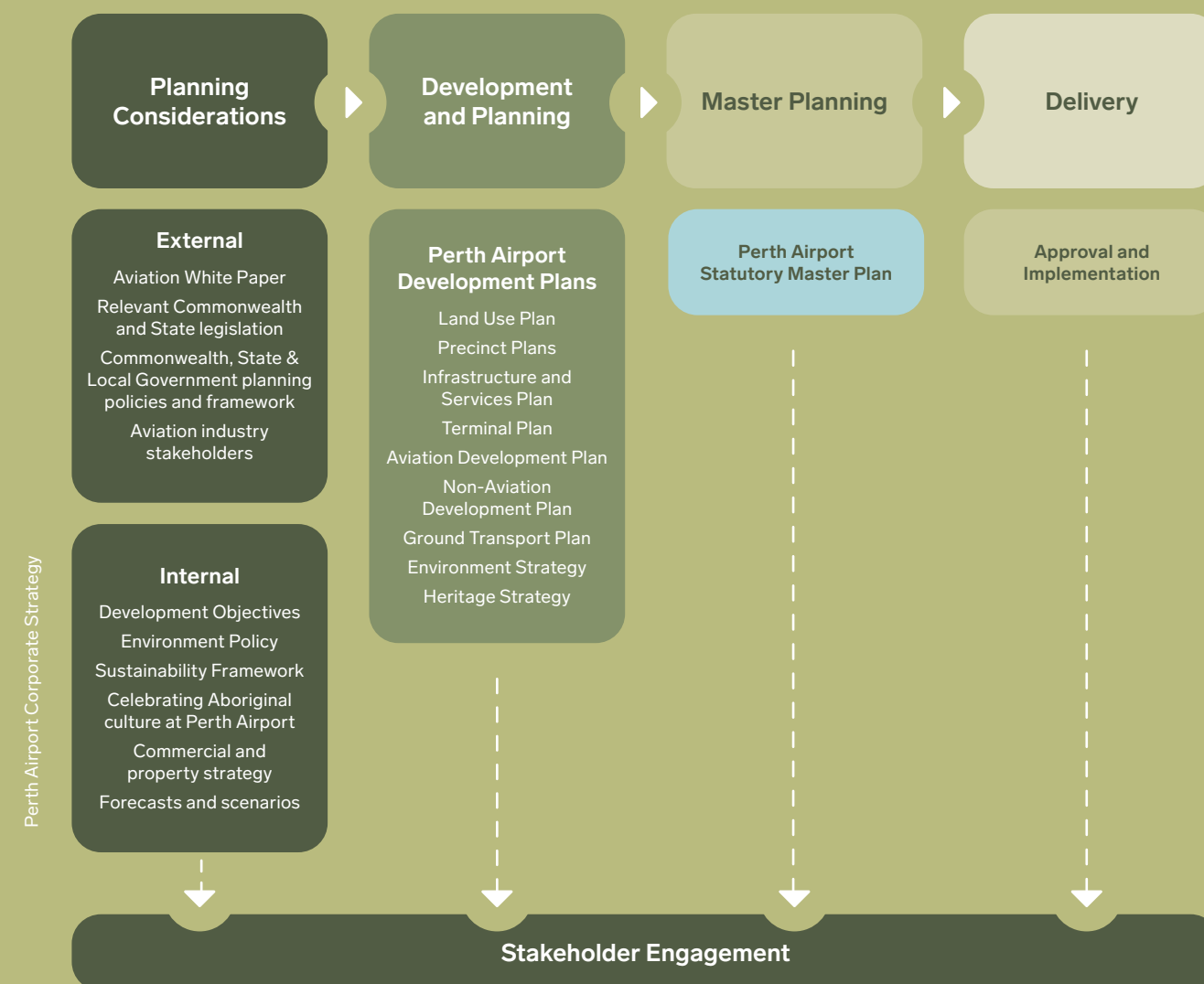


Figure 5-1 Perth Airport Integrated Planning Framework  
Source: Perth Airport



# Making Western Australia's journey possible

To achieve this purpose, Master Plan 2026 has been aligned to Perth Airport's strategy:



## Connectivity and capacity

Accelerating international passenger growth, while creating sufficient aviation capacity and supporting infrastructure



## Customer experience

Consistently excellent customer service with continuous improvement



## Development of our estate

Optimising land use and creating long term value through strategic, forward-thinking developments



## Social value

Making a lasting impact by delivering positive outcomes for our people, stakeholders and community through our dedication to Environmental, Social and Governance practices



## Designing our future

Utilising smart technology, integrated operations and world-class infrastructure to deliver the airport of the future.



Perth Airport has also focused on ensuring that the integration of both aviation developments and the development of commercial precincts on the airport estate provide a safe and efficient airport environment.

5.1.2 Planning Approach

This Master Plan 2026 retains the fundamental concepts of all previously approved airport master plans, beginning with the first Perth Airport Master Plan 1985, published by the then Federal Department of Aviation, which identified a future centralised terminal precinct supported by a parallel runway system.

The consistency in planning that has been maintained can be seen in the progression of master plans from 1985 to 2026 as shown in Figure 5-2 to Figure 5-7.

In preparing this Master Plan 2026, Perth Airport has undertaken a range of technical studies, as well as a detailed review of previous strategic documentation and reassessed the location and spatial requirements for land use developments to cater for aviation needs over the 20-year planning period. The long-term planning requirements beyond the 20-year planning period have also been considered. The key consideration of the strategic review was to ensure that future development planning adequately accommodated aviation growth forecasts, safeguarding for ground transport requirements, integration with local government planning schemes, and management of environmental impacts.

Development within the non-aviation precincts will consider local government planning strategies and seek to complement development adjacent to the estate. State and local government planning outcomes which facilitate the economic development and enhancement of the key corridors connecting Perth Airport to the Perth CBD, and to other key metropolitan regional centres, are supported. While these developments occur outside of the airport estate, they formalise and support the role and function of Perth Airport as an integrated and essential economic element of the Perth metropolitan system.

Perth Airport has also focused on ensuring that the integration of both aviation developments and the development of commercial precincts on the airport estate provide a safe and efficient airport environment. The planning also considered pre-existing interests on the airport estate, including easements.

Detail is provided in this Master Plan regarding what is expected to occur in the initial five-year period for non-aviation development and ground transportation (refer sections 14 and 15 respectively). It is essential that land is safeguarded for the ultimate airfield configuration of the airport, even though some of the components of these developments are not planned to occur within the next 20-year period.



Artist's impression of future commercial development at Perth Airport

Long-term concepts are also included for aviation developments. This information is provided as an indicative concept, as the actual growth in traffic demand and commercial needs of Perth Airport’s customers will influence the actual timing of these developments.

The Environment Strategy (Part C of this Master Plan 2026) outlines potential environmental impacts of development and operation at the airport and sets strategies and management in relation to these impacts. It details strategies Perth Airport will adopt in the upcoming five-year period to achieve continuous improvement in environmental management. Previous environment strategies were reviewed, areas requiring further analysis were identified, and the future of the airport estate was considered in the context of growth forecasts and environmental values and processes.

The delivery and implementation of this Master Plan 2026 forms a critical part of the Perth Airport operations and decision-making processes. Annual-based estimates of timing for works can be unreliable due to forecasting volatility and the unpredictable nature of external factors. Specifically, timelines for securing governmental approvals and negotiating commercial arrangements for new works can be uncertain and cause delays. While broad figures such as the annual passenger movements have a role in planning and defining triggers for development, it is acknowledged that more specific metrics should be adopted for each element of the aviation-related function. These triggers are identified in Section 5.2.

Perth Airport's Future Focus in Master Plan 2026	
Future plan for airport consolidation	Section 2
Future economic and social impacts	Section 3
Framework and approach for all future developments	Section 5
Forecasts for passenger and freight growth	Section 6
Sustainability and social value priorities in future plans	Section 7
Importance of Aboriginal heritage in future planning and protection	Section 8
Five-year action plan for environmental management	Section 9
Five-year action plan for climate change and resource use	Section 10
Five-year action plan for land, air, and biodiversity	Section 11
Efficient and effective future use of land	Section 12
Five- and twenty-year aviation development plan	Section 13
Future non-aviation development on the estate	Section 14
Five- and twenty-year ground transport plan	Section 15
Safeguarding the airport's long-term future	Section 16
Future development plans for utilities infrastructure	Section 17



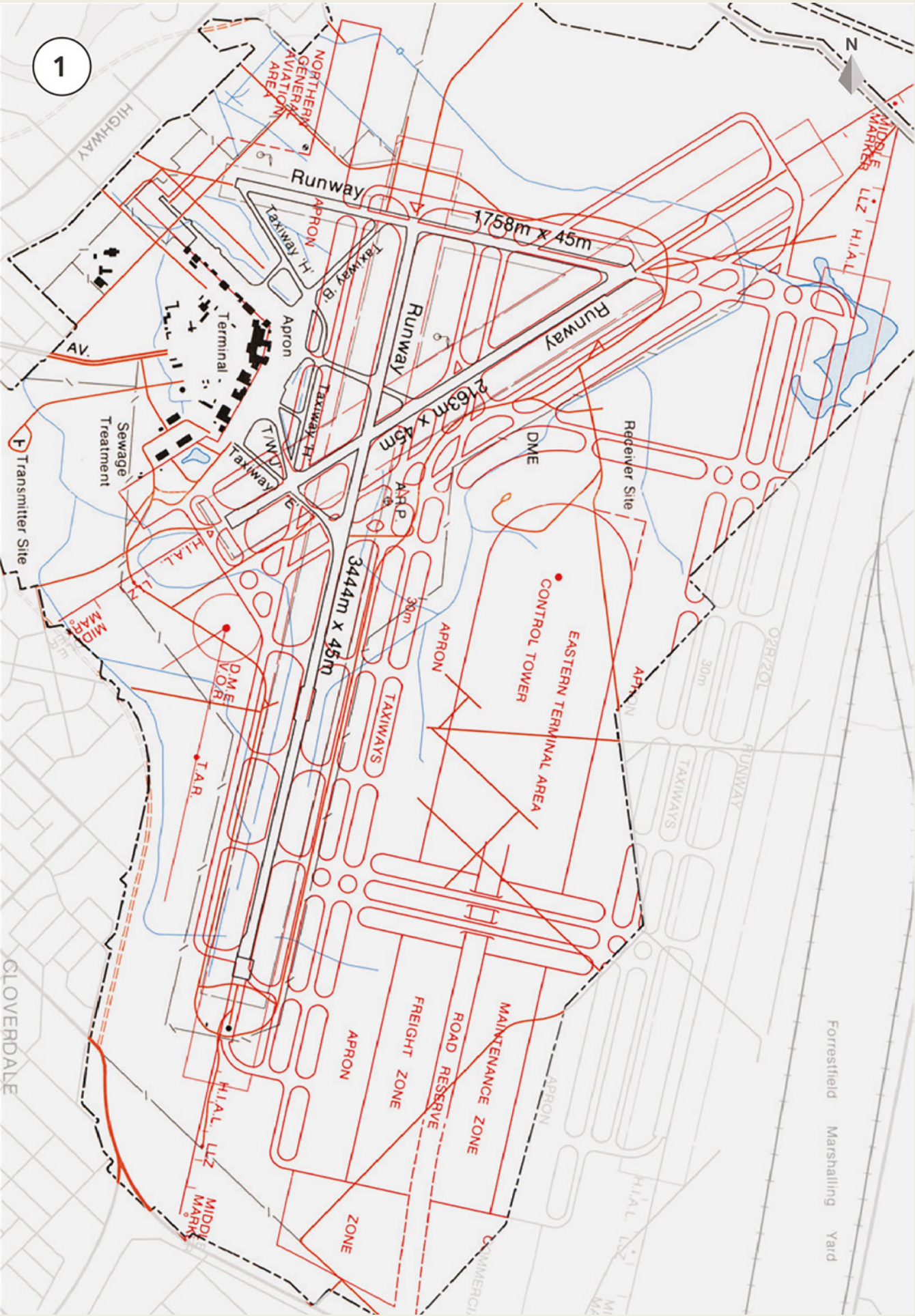


Figure 5-2 Perth Airport Master Plan 1985—future development plan  
Source: Perth Airport Master Plan 1985, Department of Aviation

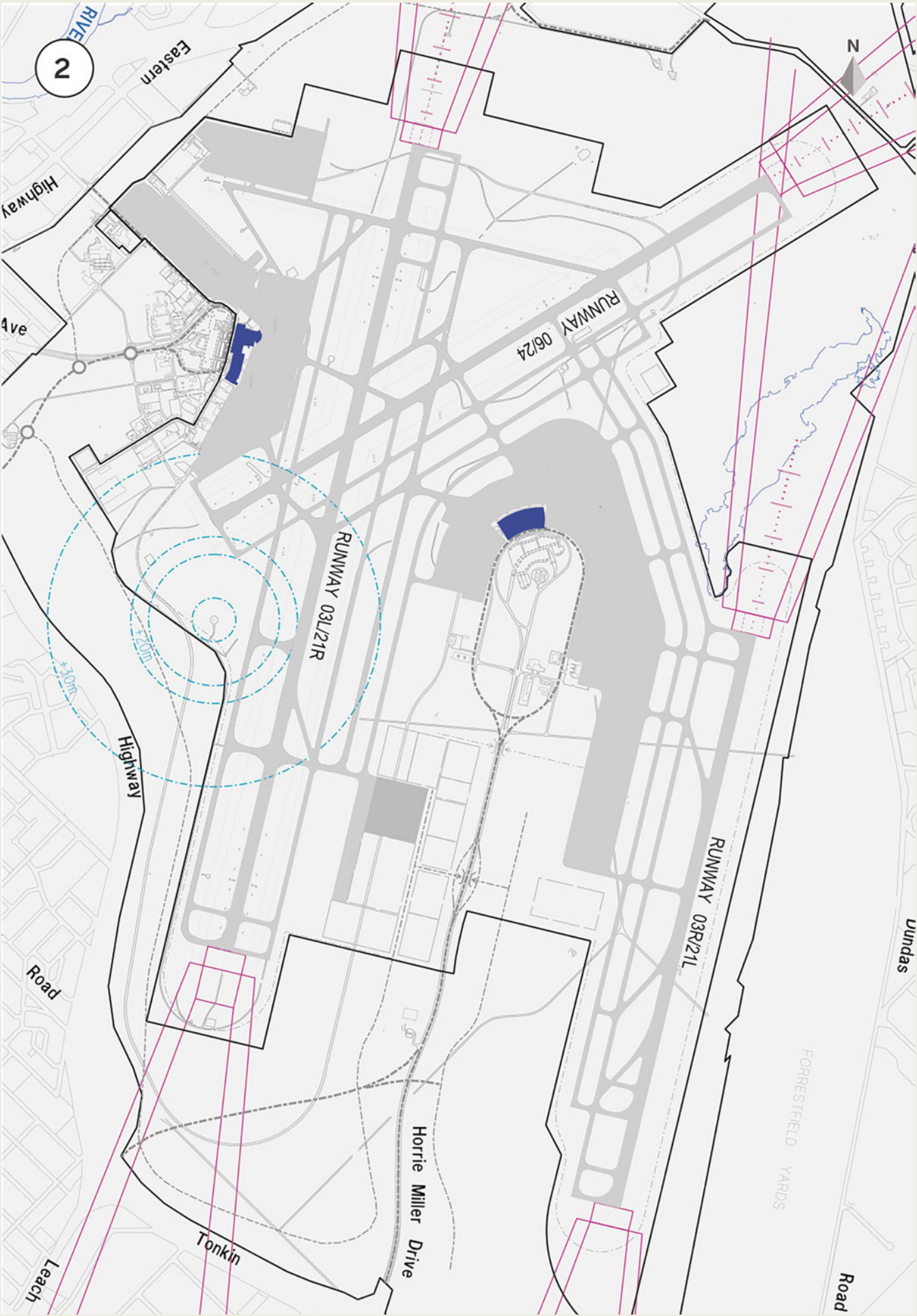


Figure 5-3 Perth Airport Airfield Layout Master Plan 1999  
Source: Perth Airport Master Plan 1999



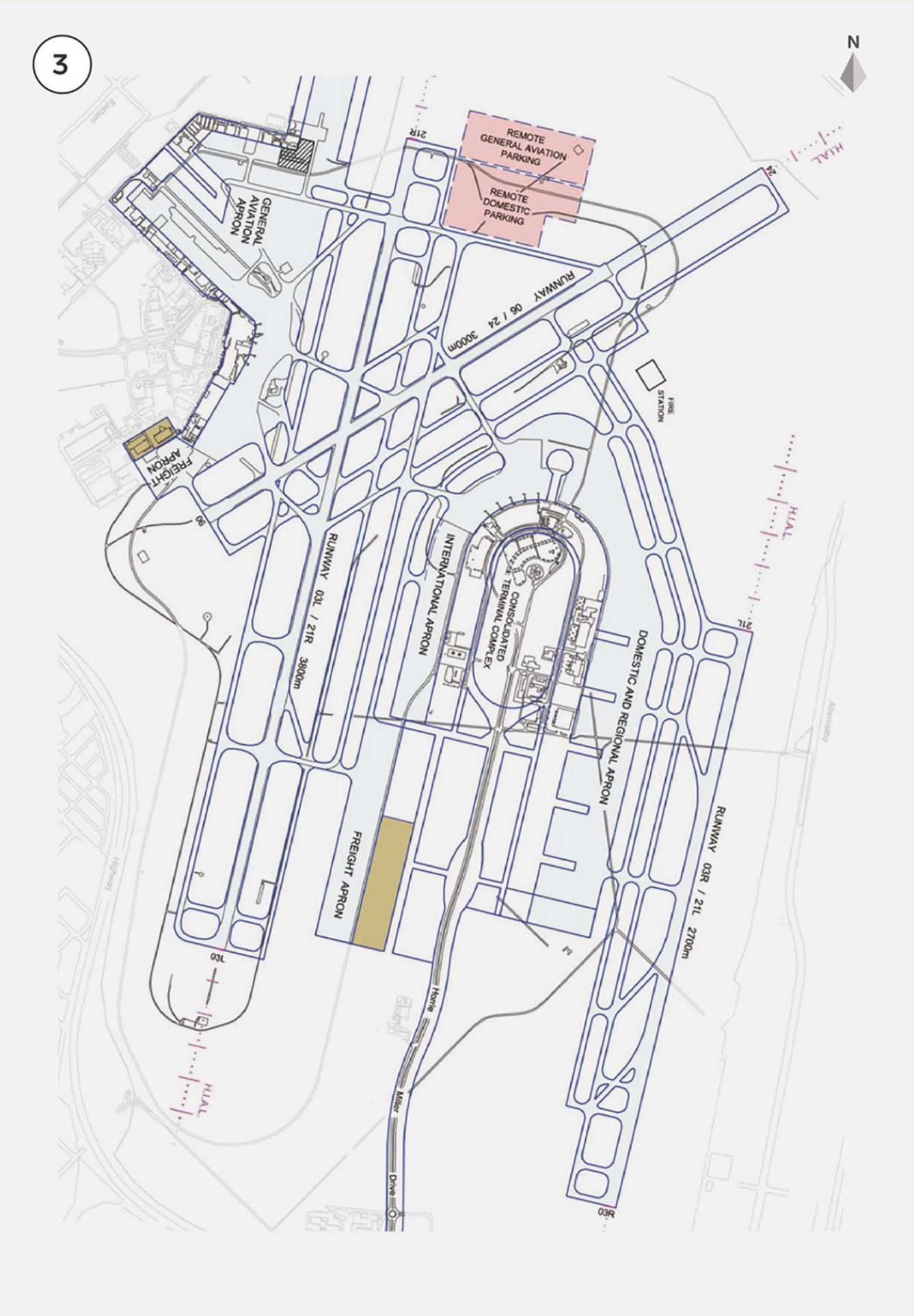


Figure 5-4 Perth Airport Airfield Layout Master Plan 2004  
Source: Perth Airport Master Plan 2004

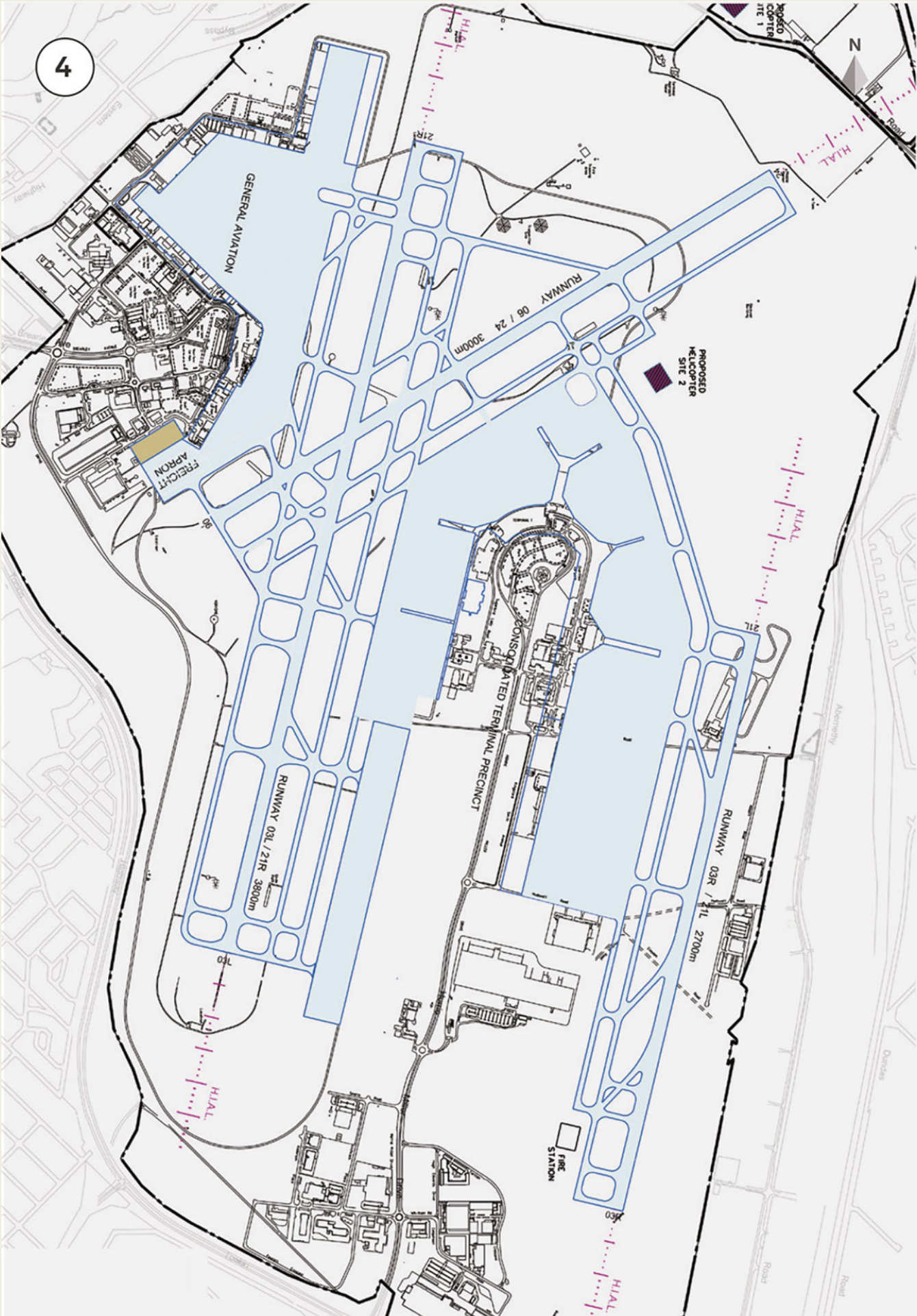


Figure 5-5 Perth Airport Airfield Layout Master Plan 2009  
Source: Perth Airport Master Plan 2009



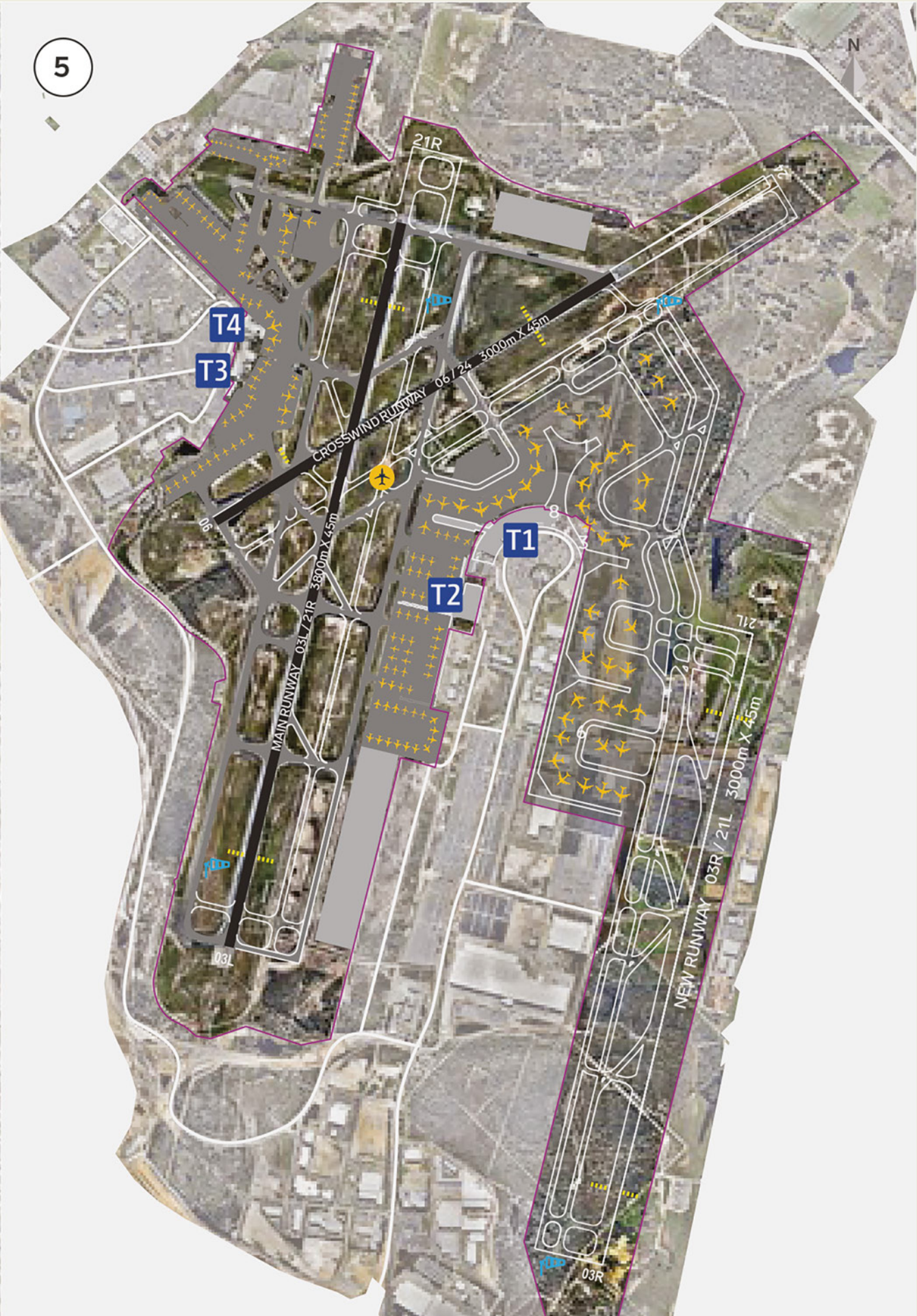


Figure 5-6 Perth Airport Airfield Layout Master Plan 2014 Minor Variation  
Source: Perth Airport Master Plan 2014 Minor Variation

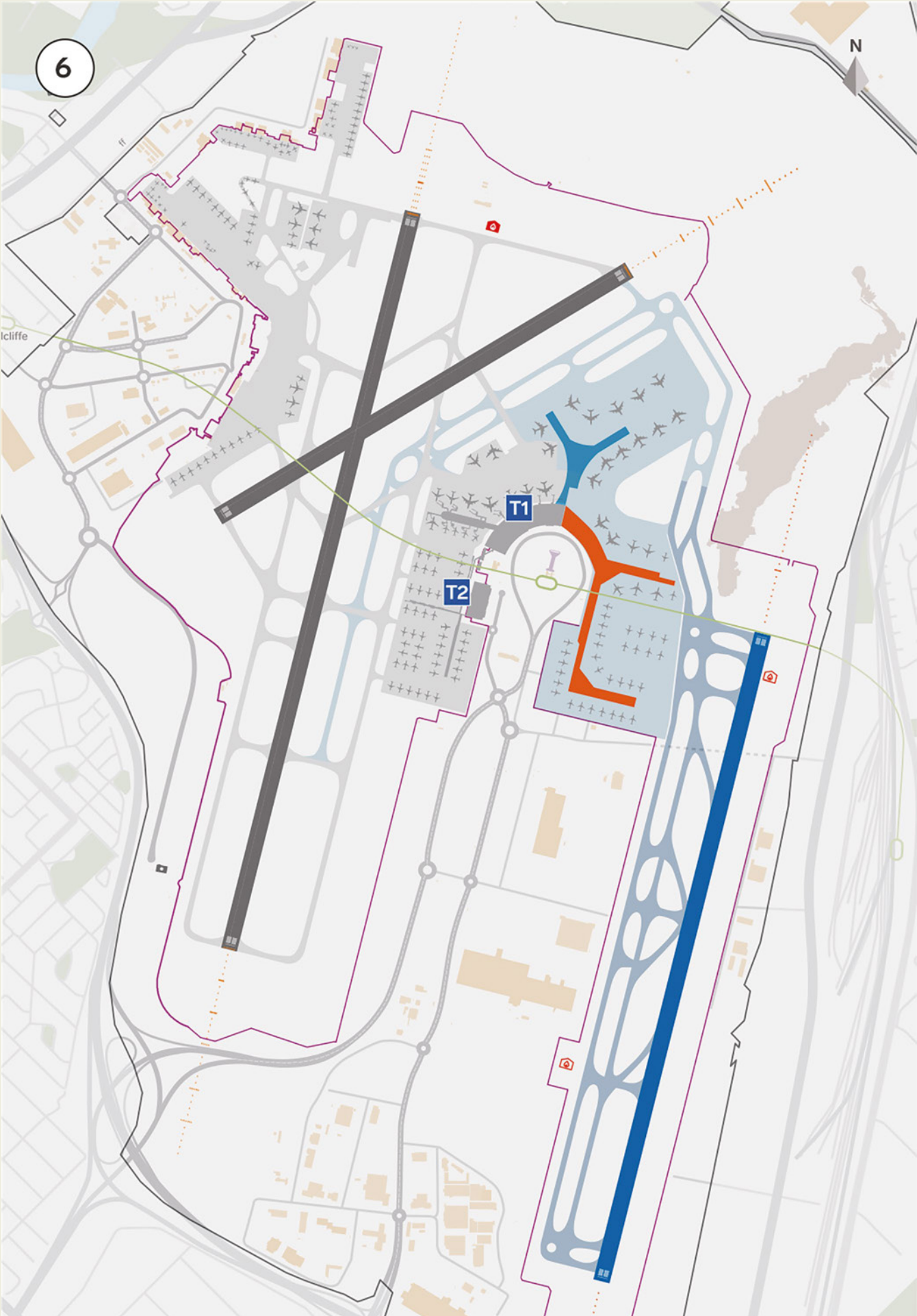


Figure 5-7 Proposed Airfield Layout 2040  
Source: Perth Airport



5.2 Planning Criteria

Master Plan 2026 is underpinned by a number of key planning criteria relevant to land use planning, infrastructure development and airport operations.

The development triggers that guide the timing of Perth Airport’s developments are summarised in Table 5-1.

Component	Development Triggers
Runways	Peak period aircraft movement demand for arrivals, departures or a mix of arrivals and departures (increase in runway capacity required) Forecast annual aircraft movements Improve holding and taxiing delays, reduce fuel burn and emissions Maintain and improve on-time performance Introduction of new aircraft types Climate change resilience and adaptation
Taxiways	Reduce taxiing delays, fuel burn and emissions Reduce runway occupancy times Introduction of new aircraft types New or expanded terminals Link in with new runway infrastructure Improved health, safety, security and environmental outcomes Climate change resilience and adaptation
Apron	Size and nature of the design busy hour New or expanded terminals Improved customer experience New and larger aircraft types Improved health, safety, security and environmental outcomes Overnight parking demand Climate change resilience and adaptation
Terminals	Passenger growth Size and nature of the design busy hour New and larger aircraft types Changes to the airside and landside environments Changing business partner requirements (airlines, ground handling agencies, control authorities, etc.) Legislative changes (for example, new security screening measures) Improved customer experience Improved health, safety, security and environmental outcomes Climate change resilience and adaptation Expanded commercial offerings Improved accessibly and inclusivity Process innovations and new technologies
Roads	Improved customer experience Improved health, safety, security and environmental outcomes Reduced delays and congestion Improved road network resilience Change in travel mode share Connect to new external road access points New or expanded terminals or car parks New commercial developments

Table 5-1 Overview of development triggers that guide the timing of Perth Airport developments  
Source: Perth Airport





5.2.1 Runways, Taxiways and Aprons

Perth Airport, as the airport operator, is responsible for the safety of the aerodrome in accordance with Part 139 of the *Civil Aviation Safety Regulations 1998*. These regulations are supported by Part 139 (Aerodromes) Manual of Standards (Part 139 MOS), which prescribes the technical standards for aerodromes used in air transport operations.

The specifications contained in Part 139 MOS are largely adopted from the International Civil Aviation Organization (ICAO) standards. The ICAO and Part 139 MOS adopt a code system, known as the ‘aerodrome reference code’, which comprises a code number and a code letter. The code number is based on the aircraft reference field length, while the code letter is based on the aircraft wingspan and the outer main gear wheel span. The aerodrome reference code provides a method of grouping aircraft with different characteristics which behave similarly when landing, taking off, taxiing and parking.

The planning of runways and taxiways is largely based on the aerodrome reference code that corresponds to the aircraft type which is the most demanding aircraft for the airport’s infrastructure. For Perth Airport this is a Code 4F aircraft, which represents an Airbus A380. Planning for infrastructure such as aircraft apron and parking positions considers the most common aircraft types that will use these facilities and then balances the demand for, and cost of, the infrastructure to meet the needs of a range of aircraft types.



5.2.2 Terminals

Design standards and levels of service are fundamental components of terminal planning.

The International Air Transport Association (IATA), the industry body representing the airline industry, publishes the Airport Development Reference Manual (ADRM) as a guide for planning new or extending existing airport facilities. The ADRM is an important source of best industry practice with regard to the planning and design of airports. It is used by Perth Airport, in conjunction with other planning tools and techniques including simulation, customer surveys, industry benchmarking and extensive stakeholder consultation, to inform the design of the passenger terminal buildings. The size of a terminal building, including the retail and commercial offering and the number of aircraft gates, is based on the forecast number of passengers, aircraft movements and visitors during the design busy hour which is informed by the required level of service.

Airlines have a material influence on the level of service parameters upon which airport infrastructure is planned and designed, which are based on value judgements about the standard acceptable for their passengers. Airline partners generally require Perth Airport to adopt the IATA ADRM Optimum Level of Service standard in the targeted design year when designing terminal infrastructure.

The Optimum Level of Service is defined in the IATA ADRM as providing ‘a good level of service: conditions of stable flow, acceptable delays and good levels of comfort’. The Optimum Level of Service is recommended as the minimum design objective by IATA as it denotes good service at reasonable cost and is the standard typically adopted by most airports.

The actual level of service experienced by a passenger in a terminal may differ from the design busy hour and IATA level of service modelled through the planning and design stages. It can be influenced by factors such as resource availability and scheduling allocation on the day of operation, construction works, and flight delays. Given the importance of customer experience to the aviation business, Perth Airport has a dedicated Customer Experience team to ensure a customer-centric focus is embedded across all business activities.

5.2.3 Ground Transport

Ground transport infrastructure planning is informed by simulation modelling and considers the daily passenger profiles, peak traffic on the external road networks and surveyed transport mode splits. These inputs are tested against the peak hourly volumes of the annual tenth-busiest day. The design and construction of on-airport estate roads meet appropriate Australian standards.

5.2.4 Sustainability and Environmental Management



Sustainability and environmental management at Perth Airport are guided by a vision to operate and grow in a manner that seeks to minimise environmental impacts and considers sustainable solutions for the development and operation of the airport estate.

Perth Airport aims to realise this vision through integrated planning, developing solutions, management techniques, engaging staff, contractors, tenants and the wider community in the operation and growth of the airport. Perth Airport incorporates sustainability and environmental principles into planning and development in several ways, including:

- the integration of sustainability and environment into planning processes to enable early identification of opportunities and constraints
- the consideration of renewable energy, waste management, vegetation retention, resource conservation and climate change resilience and adaptation opportunities during the planning, design and operational phases of development
- ongoing review and assessment of sustainability performance to drive continuous improvement, and
- adopting independent sustainability rating systems, where relevant, to guide and benchmark the design, construction and operation of buildings and infrastructure.





5.3 Approach to Development

The transformation of Perth Airport over the next decade will ensure that airfield and terminal facilities (including the retail and commercial offering) are developed to meet the aviation needs of Western Australia well into the future. The planning for this Master Plan 2026 has focused on several key areas that are essential to Perth Airport’s success, both now and into the future.

Master Plan 2026  
Key Areas





The seven key principles of universal design

Equitable use	The design is useful and marketable to people with diverse abilities
Flexibility in use	The design accommodates a wide range of individual preferences and abilities
Simple and intuitive use	Use of the design is easy to understand, regardless of the user's experience, knowledge, language skills, or current concentration level
Perceptible information	The design communicates necessary information effectively to the user, regardless of ambient conditions or the user's sensory abilities
Tolerance for error	The design minimises hazards and the adverse consequences of accidental or unintended actions
Low physical effort	The design can be used efficiently and comfortably and with a minimum of fatigue
Size and space for approach and use	Appropriate size and space is provided for approach, reach, manipulation and use, regardless of the user's body size, posture, or mobility

Barrier Free Travel

5.3.1 Barrier Free Travel

Perth Airport is at the start of a design journey for a multi billion-dollar terminal expansion and redevelopment that will have a design life into the 2080s. An ageing global population and diverse needs of passengers presents both challenges and opportunities to create a universally accessible and inclusive airport experience for all.

Perth Airport is committed to creating a world-class travel experience and strives to ensure that airport facilities, information and services are inclusive and accessible for all airport users. A Disability Access and Inclusion Plan has been developed to articulate a whole-of-business approach that is intended to direct attention to areas where access and inclusion can be improved across the airport estate.

A key focus of terminal design and infrastructure is to build in up-front measures to cater for passengers of all abilities and remove the barriers to travel.

Perth Airport recognises that equal access requires not just compliance with legislation but also the adoption of universal design principles and best practice approaches, to deliver the best possible outcomes for both those with a disability and for all passengers. The universal design principles offer an instructive framework within which to guide design that will work for as many people as possible.



# Perth Airport established an Access and Inclusion Advisory Group in 2015, made up of stakeholders from the disability sector, representatives from disability services providers and people with lived experience.

This group meets regularly to consult on Perth Airport projects, discuss barriers to inclusion, and consider ways to improve the customer experience for people with disability. Perth Airport has delivered a number of recent initiatives in consultation with the Access and Inclusion Advisory Group, including:


- implementation of a Disability Access and Inclusion Plan in 2021
- development of Wayfinding and Signage Design and Technical Requirements guideline, specifying accessibility best practices to inform both the style and location of signage in terminals, forecourts and car parks
- development of a Sensory Room that provides a calming and supportive environment for passengers with sensory sensitivities or specific needs departing on international services from T1 International
- construction of Changing Places facilities at T1 and T4, which provide secure, suitable facilities for people who cannot use standard accessible toilets. Facilities include a shower, ceiling hoist, an adult sized change table and privacy screen
- construction of Service Animal Relief Areas at T1 and T4, providing dedicated toilet and watering facilities for assistance animals
- installation of 56 specialised incontinence bins in each ambulant and accessible toilet across all terminals, in partnership with the Continence Foundation Australia and Bins4Blokes
- creation of a Social Stories tool to support autistic travellers and their families at the airport, in partnership with The Autism Association of Western Australia
- the Hidden Disabilities Sunflower program, through which travellers wear a sunflower lanyard to subtly indicate that they (or someone they are travelling with) have a hidden disability and may need assistance. Perth Airport staff and security partners are trained to recognise the sunflower lanyard and how to support those wearing them, and
- upgrade of Perth Airport’s website to Web Content Accessibility Guidelines 2.1AA standard to promote greater digital inclusivity.

In 2023, Perth Airport published Design and Technical Requirements for Universal Access and Inclusion to provide guidance on design requirements for publicly accessible infrastructure, such as the terminals, as well as new commercial developments across the airport estate. The requirements consider a range of elements which should be addressed at the earliest stages of design, including paths of travel, toilet and changing facilities, wayfinding, help points and assistance services, audio induction loop systems, sensory rooms and quiet areas.

A key future focus will be consultation on, and implementation of, new aviation standards that will be prepared by the Australian Government to clarify the obligations of airlines, airports and other aviation service providers to facilitate the passenger journey for people with disability.

Consultation on the draft standards is expected to take place in 2025. The Aviation White Paper, released in September 2024, sets out the Australian Government’s long-term policy vision to deliver a safe, competitive, sustainable, productive and efficient Australian aviation sector out to 2050. A key objective is to ensure equitable access to air travel for people with disability. In response to this objective, the Australian Government will be amending airport legislation to require airport master plans and major development plans (described in Section 4.2.1) to set out how development of the airport will enable access for people with disability.





## Transforming the Customer Experience

**5.3.2 Transforming the Customer Experience**

Continually improving customer experience is a core component of successful airport management. The upcoming delivery of major projects, such as the expansion of existing terminals and the construction of a new terminal, will enable Perth Airport to embed its customer experience vision into built form and drive a step change in the passenger’s journey. Perth Airport’s approach to customer experience is supported by seven pillars:

Brilliant basics	Essential facilities and services delivered at a high standard
Striving for service excellence	Consistently excellent customer service with continuous improvement
Customer listening and response	Customer-led solutions and identification of unmet needs that can elevate satisfaction and identify new products and services
Enabling effortless journeys	Operational excellence and efficiency of the terminals and surrounds through enhanced processes, defining areas of excellence and innovating with technology
Accessible and inclusive journeys	Become an industry leader in accessibility by improving access to, from and within all terminals for all customers
Establish emotional connections	Create ambience, sense of place, community engagement and meaningful connections to WA’s rich cultural heritage
Best-in-class experience led infrastructure	Experience-led design that focuses on people, their journey, emotions and how they use airport infrastructure.





In 2024, Perth Airport was the first major Australian Airport to construct 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.



Overall customer satisfaction at Perth Airport has been consistently maintained or increased, driven by strategic investments aimed at enhancing operational efficiency, passenger comfort, and value for money.

The Australian Competition and Consumer Commission's (ACCC) annual Airport Monitoring Reports— which are based on a combination of passenger surveys, airline feedback and objective assessments of facilities and services— demonstrate that a consistently high standard of service is being delivered to passengers and airline partners. The ACCC has rated Perth Airport's overall quality of service and facilities as 'Good' in every Airport Monitoring Report since FY18.

Data from the Airports Council International's Airports Service Quality (ASQ) Monitoring Program, the world's leading airport passenger service programme benchmarking customer satisfaction of services at an airport, is another source used to drive and prioritise improvements to facilities at Perth Airport. The ASQ focuses on key areas which define the passenger experience through the Perth Airport managed terminals, such as parking, check-in, security, amenities, lounge, food and beverage and retail shops, and the arrivals process. During FY24, when more than 16.1 million passengers arrived and departed through Perth Airport, the ASQ survey results recorded scores of Excellent (above 4 out of 5) across all terminals in areas such as efficiency at check-in and security, customer service at check-in and security, and terminal hygiene and cleanliness.

This information allows Perth Airport to establish the highest priority areas for the improvement of the customer experience and focus resources and initiatives appropriately.

Perth Airport has implemented a Customer Experience Strategy that provides a roadmap for improving the customer experience in a focused, actionable, and strategic manner as part of the substantial investment in new and upgraded terminals over the next decade.

In recognition of the outstanding and world-class customer experience for passengers, Perth Airport was awarded Best Airport Staff Service in Australia and Pacific at the 2024 Skytrax World Airport Awards.

# 3.66

Overall quality of service and facilities rating for Perth Airport in FY24.



T1 Domestic Kids Play Space

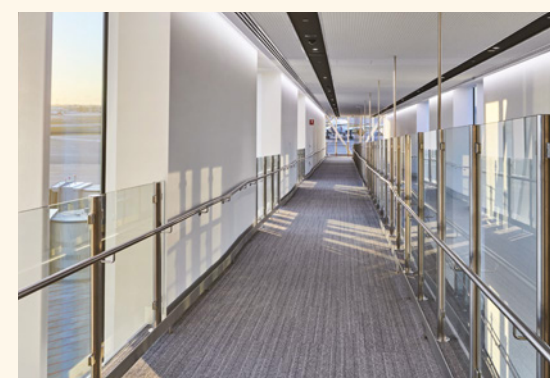


Image top: New accessible ramps at T1 International  
Image bottom: T1 Aspire Lounge

## Recent projects include:

- The Kids Play Space in T1 Domestic, which is an accessible play area focused on physical activity and imaginative play, offering an alternative to digital entertainment
- \$36 million replacement of the stairs with new accessible ramps and lifts at three boarding gates in T1 International
- Reconfiguration of the departures level at the east end of T1 International, creating more retail choice, additional seating and dining options, as well as improved wayfinding
- Improved and increased seating in T2, refurbished amenities and improved retail offering.
- Installation of 36 common user self-service check-in kiosks in T1 International to reduce passenger queuing time
- Construction of the T1 Aspire lounge, providing premium dining, shower facilities and lounge areas available to all passengers





Creating a Sense of Place

5.3.3 Creating a Sense of Place

Travelling through Perth Airport is the first impression and first experience many visitors have of Perth and Western Australia. Developing and maintaining a unique and memorable sense of place is seen as critical to Perth Airport’s success. A Sense of Place Framework has been developed to provide Perth Airport’s planning, design, operations, clients, and suppliers with a practical framework for creating and maintaining an airport and precinct that possesses a genuinely unique sense of place.

Drawing on local and regional identity, culture, heritage, landscapes and experiences, the framework aims to inspire, create and maintain a sense of place that resonates with locals as distinctly of Perth and Western Australia, and introduces visitors to a destination quite unlike any they may have previously experienced.

The consolidated terminal precinct program provides opportunities for increasing sense of place that celebrates Perth Airport’s business, cultural, and economic relevance to Perth, Western Australia, and the wider country, and that makes for:

- an airport unlike any other
- a world-class travel experience
- a multi-purpose destination
- a world of opportunities for business
- an increasingly prosperous city and state, and
- an ever-closer bond between Australia and the world.

Drawing on local and regional identity, culture, heritage, landscapes and experiences, the framework aims to inspire, create and maintain a sense of place that resonates with locals as distinctly of Perth and Western Australia.

Sense of place is one of six design objectives for the new terminal (described in Section 13.5.5). The new terminal facilities are being designed to reflect the confidence and character of Western Australia through:



Australia’s Western hub

A distinctive and differentiated design that reflects Perth Airport’s status as Australia’s Western hub and leaves a positive and lasting impression.



Meaningful experiences

A sense of identity made manifest through meaningful experiences that reflect Western Australia’s unique history, culture and natural environment.



Sense of place

A tangible connection to place through views out to the airfield, CBD, Perth hills and through interactive and educational airport experiences.



Celebration of local culture

Authentic recognition and celebration of local Whadjuk Noongar heritage and culture.



WA influence

Western Australia inspired and/or sourced materials and finishes, greenery, public art and colour schemes.





**Commitment  
to Reconciliation**

**5.3.4 Commitment to Reconciliation**

Perth Airport’s commitment to reconciliation is documented in a Reconciliation Action Plan (RAP) firmly centred on building and strengthening meaningful, lasting connections with Aboriginal and Torres Strait Islander peoples. This vision is underpinned by a commitment to mutual respect, positive change, and an enduring partnership. Through the RAP, Perth Airport reaffirms its commitment to building these connections and addressing the challenges faced by Indigenous communities. Perth Airport’s new RAP received conditional endorsement and came into effect on 1 July 2025, remaining in place for two years.

The heart of Perth Airport’s RAP vision is to foster relationships with Aboriginal and Torres Strait Islander peoples that are not only genuine and respectful but also mutually beneficial. Perth Airport is committed to actively engaging with Aboriginal and Torres Strait Islander communities, seeking to understand the social, educational and economic challenges they face, and aiming to create opportunities that lead to positive, sustainable change for these communities.

This commitment is reflected through four key values:

**Listen**

Perth Airport is committed to listening actively, with empathy and respect

**Conduct meaningful  
engagement**

Perth Airport is committed to engaging authentically, fostering strong, trust-based connections

**Work as one community**

Perth Airport strives for collective action, working together to achieve common goals

**Be curious and  
continuously learn**

Perth Airport remains dedicated to lifelong learning and reflection to guide our reconciliation journey

**Recent achievements through  
the RAP include:**



2021

Perth Airport became the first major airport in Australia to acknowledge Traditional Custodians of destinations across the country, displaying both airport locations and the relevant Traditional Custodians’ names on domestic boarding gates

2022

Perth Airport partnered with the Community Arts Network in a powerful First Nations truth-telling exhibition, Nglauk Waangkiny (Us Talking), which honoured the lives and legacies of 10 respected Aboriginal Elders. The multimedia exhibition was displayed in T4 and included large-scale photos, quotes and podcasts links, giving airport staff and travellers the opportunity to look, listen and learn about Perth’s Aboriginal history and culture

Perth Airport entered into a partnership with the Indigenous Art Code as a supporter member to promote fair and ethical trade for Indigenous artists and transparency in the promotion and sale of artwork

2023

Perth Airport installed large, illuminated welcome signs featuring Noongar language, reflecting the six seasons of the Noongar calendar, creating a unique visitor experience and honouring Noongar culture

Perth Airport commissioned a cross-cultural map and publication of the airport estate, highlighting the Noongar cultural narrative and ensuring development respects Indigenous heritage. Refer to Section 8 for further detail, and

Perth Airport maintains active memberships with organisations like the Western Australian Indigenous Tourism Operators Council (WAITOC), the Noongar Chamber of Commerce and Industry, and Supply Nation, supporting economic inclusion and capacity building for Aboriginal and Torres Strait Islander businesses.



## Progressing Sustainable Aviation

### 5.3.5 Progressing Sustainable Aviation

Globally, the aviation sector generates approximately 2.5 per cent of the world's carbon emissions. The Australian Government has adopted emissions reduction targets of 43 per cent below 2005 levels by 2030 and net zero emissions by 2050.

Aviation industry decarbonisation will require a combination of sustainable aviation fuels (SAF) and emerging propulsion systems (electric, hybrid-electric or hydrogen aircraft) in order to substantively reduce emissions. The Aviation White Paper (see Section 4.3.2) identifies that the aviation sector's net zero transition will require both airlines and airports to take action and will depend on renewable energy sources being available in sufficient quantities to support those steps. Airports will need the infrastructure and the renewable energy supply to recharge hydrogen or electric powered aircraft and ground vehicles or to deliver and account for the use of SAF.

Despite being the expected main lever for decarbonising aviation, the limited supply and higher production costs means the take up of SAF globally and within Australia is currently low; however, its usage is expected to dramatically increase in the next two decades. There is the potential for future SAF production within Western Australia, and the future supply of SAF to Perth Airport has been considered in this Master Plan 2026 (described in Section 13.6.1.2).

Perth Airport is actively monitoring the evolving landscape of electric aircraft, which will require specialised charging facilities on the airfield, and other supporting infrastructure. Perth Airport remains engaged in open dialogue with aircraft operators and is committed to collaborating with them to ensure the necessary capacity and infrastructure are in place to accommodate electric aircraft in the future.

While Perth Airport doesn't anticipate the introduction of hydrogen aircraft in the short to medium term, global advancements in this technology are noteworthy and industry estimates predict smaller hydrogen aircraft by the end of this decade and larger ones by the 2030s. Despite the uncertainties, Perth Airport is investigating infrastructure and operational needs for future hydrogen flights. Initial use will likely involve small gaseous hydrogen aircraft requiring limited infrastructure, but as technology scales up to larger liquid hydrogen-fuelled aircraft, significant infrastructure will be needed.

Master Plan 2026 incorporates key initiatives designed to integrate sustainable practices across all developments.

## Sustainable Design and Development

### 5.3.6 Sustainable Design and Development

Perth Airport is committed to designing and constructing buildings and infrastructure that aim to deliver healthy, resilient and positive places for people and nature that take into account current and future demands on the built environment and seeking to address issues such as reducing emissions, enhancing climate resilience, resource efficiency, and health and wellbeing.

Master Plan 2026 incorporates key initiatives designed to integrate sustainable practices across all developments. This approach is intended to drive consistent sustainability outcomes, fostering a resilient and innovative estate that supports local and national goals to transition to a low-emission, climate-resilient future.

To advance these outcomes, Perth Airport has developed Sustainability Design and Technical Requirements which are embedded in the capital program and project management framework, including tender documents and procurement plans, in line with international best practices. The requirements drive decisions that aim to contribute to:

- improving the energy and resource efficiency of old and new airport buildings, as well as infrastructure across the estate
- procuring, delivering, and promoting the use of sustainable materials, products and technologies that save money and reduce costs on a 'whole of life' value basis, and
- developing, expanding, and managing Perth Airport's built environment for climate resilience and the transition towards reduce emissions with a goal of achieving Net Zero by 2032.

Sustainability priorities have been established for key developments being undertaken as part of the consolidation

of commercial passenger services to the Airport Central precinct, including the new runway, new terminal, multi-storey car parks and ground transport upgrades. These priorities have been aligned to Perth Airport's Social Value Strategy (described in Section 7) and the national sustainability expectations outlined in the Aviation White Paper, and include:

- climate change and operational resilience—infrastructure will be designed and built, where practicable, to withstand direct and indirect climate-related risks, ensuring long-term operational continuity and adaptive capacity
- sustainable innovation—integration of forward-thinking technologies and processes that support environmental, social and economic sustainability across the design, construction and operation
- energy use and renewable energy investment—prioritising energy-efficient systems and renewable energy integration to reduce emissions, enhance operational efficiency and support Perth Airport's commitment to achieve Net Zero by 2032
- water efficiency and avoidance—implementing water conservation measures and exploring alternative water sources or construction methodologies that minimise potable water use
- responsible waste management—applying circular economy principles to aim to divert 80 per cent of construction and demolition waste from landfills and implement resource recovery strategies throughout the project lifecycle
- stakeholder engagement—collaborative engagement with partners, communities and stakeholders will shape sustainability objectives and targets on the developments
- workforce sustainability—foster inclusive workforce strategies, prioritising diversity, upskilling and employee well-being, and

- resource efficiency—selection of low carbon materials and targeting a 20 per cent reduction in embodied carbon through sustainable sourcing and lifecycle assessments, as well as exploration of circular economy approaches and design for disassembly for new developments.

Through the Social Value Strategy, Perth Airport has set minimum sustainability requirements and aims to achieve sustainability certifications for all new material infrastructure projects. There are several rating schemes targeting a variety of certifications, and Perth Airport considers the most appropriate sustainability certification applicable to each specific project.

The Infrastructure Sustainability Council's IS Rating scheme—Australia and New Zealand's only comprehensive rating system for evaluating economic, social and environmental performance of infrastructure across the planning, design, construction and operational phases of infrastructure assets—is being applied to the design and construction of key infrastructure projects. The new runway and the ground transport upgrade project at Airport Central have both been registered for IS rating. Perth Airport is also supporting industry development through an early trial of the IS Essentials Pilot rating tool.

The Green Star rating scheme is an internationally recognised Australian sustainability rating and certification system for building design and construction, operation, fit outs and communities. Ratings are assigned as 4-Star (Best Practice), 5-Star (Australian Excellence) or 6-Star (World Leader). Recent projects that have achieved 4-Star Green Star rating include the Dunreath Village shopping centre and Officeworks Customer Fulfilment Centre (opened in 2024). In addition to this, three warehouse developments, and a workshop and office building have also been targeting 4-Star Green Star rating. The new airport hotel is planned to target a 4-Star. The new terminal is planned to target 5-Star Green Star rating and IS Silver rating.



602,000

The 2022 Boeing Pilot and Technician Outlook forecasts that the aviation industry will need to supply 602,000 commercial airline pilots between 2022 and 2041.



Supporting General Aviation

5.3.7 Supporting General Aviation

Perth Airport recognises the importance of the general aviation sector to aviation workforce training and support of the resources, agricultural, emergency services and tourism sectors.

Aviation White Paper discusses the global pilot shortages that have emerged following the COVID-19 pandemic, and notes that shortages of qualified pilots in Australia have had a disproportionate impact on general aviation businesses and smaller and regional airlines. The 2022 Boeing Pilot and Technician Outlook forecasts that the aviation industry will need to supply 602,000 commercial airline pilots between 2022 and 2041, with 41 per cent of these required for countries in Asia and Oceania. In 2023, the Australian Government (through Jobs and Skills Australia) identified aeroplane pilots as a shortage nationally and in all states and territories except Queensland.

Commercial pilot training curriculum requires students to be able to fly in and around controlled airspace and have access to a variety of suitable navigation aids. In addition, pilots are required to have conducted one instrument approach (using a navigation aid) in the last 90 days so as to maintain their rating (qualification) to fly under instrument flight rules. Perth Airport is the only civil airport in the Perth and Peel region, and one of only six airports in WA, with an Instrument Landing System (ILS) navigation aid. RAAF Base Pearce has an ILS, however ILS approaches are only available to civil aircraft outside of RAAF air traffic control tower hours. The other airports with an ILS in WA are Broome, Karratha, Kalgoorlie and Port Hedland.

As a result, there are approximately 140 ILS approaches conducted each month at Perth Airport. The majority of these aircraft come from Jandakot Airport, with the remainder from Perth Airport, Bunbury Airport and RAAF Base Pearce, and occasional ILS approaches conducted by aircraft that have come from regional airports such as Albany, Busselton and Cunderdin. Due to the use of ILS approaches for training and licensing requirements, most of these movements are conducted in the smaller general aviation aircraft types commonly used for pilot training, such as the Piper PA-44 and Cessna 172. The majority of ILS approaches are conducted during daylight hours during the quieter movement periods at Perth Airport when there is airspace capacity. Airservices Air Traffic Control manages ILS approaches through its Airwork booking system.

Perth Airport has a dedicated General Aviation Area which has hangars and aircraft parking aprons for a variety of operations, including FIFO and charter, aircraft maintenance, search and rescue, and regional freight. The relocation of Qantas Group from T3/T4 to Airport Central at the time of consolidation will provide a strategic opportunity to realign the General Aviation Area and allow new and expanded facilities. This is discussed in Section 13.7.



Embracing Technology and Innovation

5.3.8 Embracing Technology and Innovation

Perth Airport is embracing new technologies and innovations that aim to enhance customer experience, improve operational efficiency and support sustainable outcomes. Initiatives already implemented include automated bag drop kiosks within T1 International, installation of advanced security screening equipment throughout all terminals, and the progressive implementation of an automated boarding solution in T1 International which utilises biometric technology to provide shorter queuing and processing times for passengers.

The design of the upcoming terminal upgrades and the new terminal creates opportunities for increased automation of passenger processes and baggage handling, such as autonomous baggage tugs and push-back of aircraft from their parking positions. Biometric solutions are likely to be implemented to streamline processes like check-in, security checks, immigration and boarding. Perth Airport are also investigating the use of artificial intelligence to further enhance these processes, as well as a virtual assistance and support via mobile applications.

To support Perth Airport's sustainability target of achieving net zero emissions by 2032, an Electric GSE Strategy has been developed to guide the implementation of infrastructure and spatial planning needed to support the

Within the 20-year planning period of Master Plan 2026, automated vehicles are expected to replace the bus services between long-term car parks and terminals.

transition to electric fleets for airline ground support equipment, terminal transfer buses and other vehicles used across the estate.

Within the 20-year planning period of Master Plan 2026, automated vehicles are expected to replace the bus services between long-term car parks and terminals, as well as those for passenger transfers to remote aircraft parking stands. There is also potential for automating logistics delivery vehicles to the terminals and other sites across the estate.

The future Perth Airport is likely to see advanced air mobility systems such as remotely piloted, autonomous or vertical take-off and landing aircraft, air taxis and drone operations for the delivery of time-critical goods. Perth Airport has commenced planning for the development of infrastructure to support the potential operation of these technologies in the future. A new VTOL site has been safeguarded as part of the future General Aviation rearrangement (detailed in Section 13.7) in Airport West, and Perth Airport will look to identify future opportunities in the Airport Central Precinct to provide direct connection to passenger arrivals and departures.





## 5.4 Consultation and Community

Safe, reliable, convenient and affordable air services are vital to the economic, cultural and social development of Western Australia. Perth Airport, as a 24 hours a day, seven days a week operation, plays a critical role in the provision of air services upon which all Western Australians depend, and is arguably one of the most important elements of public infrastructure in the State.

The location of Perth Airport within the Perth metropolitan area—just a 40-minute drive from most of the city's population—is a convenient one. However, it also presents challenges to ensure that the airport can continue to grow to meet community

needs, while at the same time, it doesn't inappropriately impact the living standards of those who live near the airport.

One of the objectives of the Airports Act is to ensure there is an appropriate level of vigilance, transparency and scrutiny of airport planning, so that reasonable public interest requirements are met as the airport's development progresses. Successful development of Perth Airport therefore depends on productive interactions with a wide range of stakeholders who are impacted by, and who may impact, the development of the airport.

Perth Airport is committed to maintaining strong links with stakeholders and the community.

### 5.4.1 Consultation Framework

Perth Airport has adopted the Australian Government's Airport Development Consultation Guidelines to provide guidance for consultation to be undertaken as part of the airport's operation and development. According to these guidelines, an effective consultation program ensures that a proposal has been fully explored, concerns identified, and alternatives considered; however, it does not necessarily mean that all interested parties will be satisfied with the outcome.

Perth Airport is committed to effective and transparent engagement and employs a range of ongoing consultation and education mechanisms to:

- inform stakeholders and the community about on-airport land use planning, developments and potential impacts
- seek input on alternative approaches and options
- maintain transparency, accountability and stakeholder-focused relationships
- provide feedback opportunities and one-on-one information sessions
- provide a conduit for information exchange between Perth Airport and key stakeholders, including the community
- meet legal and regulatory responsibilities, and
- provide stakeholders with the opportunity to influence the future of Perth Airport.

Part of the ongoing consultation process with stakeholders and the community includes Perth Airport's facilitation of, and involvement in, various forums. These forums enable Perth Airport to engage with Federal, State and local government authorities, airlines and the community.

Perth Airport undertakes ongoing review and assessment of these groups to ensure their effectiveness and suitability to meet the engagement needs and requirements outlined in the Airport Development Consultation Guidelines. As such, the structure, composition and terms of reference for these groups may be varied from time to time to ensure the best model to achieve the required outcomes.

Perth Airport currently engages through a number of forums

#### 5.4.1.1 Perth Airport Planning Coordination Forum

The Perth Airport Planning Coordination Forum (PCF) aims to foster high level strategic discussions between Perth Airport and Federal, State and local government representatives to promote better planning outcomes in relation to airport developments in the context of the broader urban setting. The PCF comprises State and local government representatives from the Department of Planning, Lands and Heritage, Department of Transport and Major Infrastructure, Main Roads WA, Public Transport Authority, City of Belmont, City of Swan, City of Kalamunda, and Chamber of Minerals and Energy, as well as the Federal Department of Infrastructure, Transport, Regional Development, Communications and the Arts, and Airservices Australia.

The input of the PCF remains central to the development of each master plan.

Perth Airport is committed to effective and transparent engagement and employs a range of ongoing consultation and education mechanisms.

#### 5.4.1.2 Perth Airport Community Briefing Group

The Perth Airport Community Briefing Group (PACBG) provides a forum for the community and organisations to raise issues and express opinions regarding Perth Airport, particularly with regard to planning, development and operations. Its purpose is to:

- achieve broad community engagement on airport planning, development and operations, and their impact
- provide advice regarding communication, consultation and engagement to other stakeholders including Perth Airport
- assist Perth Airport to fulfil its obligations as a responsible corporate citizen within the local and broader community, while recognising its role as a major economic contributor for the local region, Perth and Western Australia, and
- enhance the long-term sustainability and growth of Perth Airport.

The Community Briefing Group was established in 2023 to replace the Perth Airport Community Forum. The Group meets biannually and includes representatives from Perth Airport, Airservices, local business groups, community members and First Nations peoples.





**5.4.1.3 Perth Airport Aircraft Noise Technical Working Group**

The Perth Airport Aircraft Noise Technical Working Group, which comprises representatives from Perth Airport, Airservices, and airlines and local aircraft operators, contributes to the successful management of aircraft noise at Perth Airport. The group discusses aircraft noise and operational topics such as flight path and procedure changes, noise abatement procedures and aircraft noise complaints.

Following a hiatus during the COVID-19 pandemic, the working group will be reconvened to play an important role in providing input on the final airspace design and planning for the operation of the new runway expected to be operational in 2028.

**5.4.1.4 Perth Airport Consultative Environmental and Sustainability Group**

The Airport Consultative Environmental and Sustainability Group (ACES) comprises representatives from Federal, State and local governments as well as airport tenants, conservation groups, catchment groups and community members. The group discusses topics related to the environmental management of the airport estate and provides opportunities for tenants to learn and work together to minimise the environmental impacts of their operations and to facilitate improved environmental outcomes.

**5.4.1.5 Aboriginal Partnership Agreement Group**

The Perth Airport Aboriginal Partnership Agreement Group (PAG) was established in 2009 to facilitate active engagement between Perth Airport, the Traditional Custodians and other Aboriginal Elders. The PAG is a high-level steering group focussed on the cultural heritage management and ongoing development of the airport.

The PAG’s purpose is to foster meaningful engagement, promote cultural understanding, and support opportunities for Aboriginal people in alignment with the airport’s commitment to reconciliation and inclusivity. It collaborates on matters such as management of the airport land and heritage sites, development proposals, built form design, public art, and initiatives for Aboriginal cultural recognition.

**5.4.1.6 Bird and Animal Hazard Management Advisory Committee**

The Perth Airport Bird and Animal Hazard Management Advisory Committee has been established to provide a collaborative forum to reduce the bird and wildlife risk to aircraft safety.

The committee comprises representatives from Federal, State and local governments, Airservices air traffic control, airlines, City of Belmont, Eastern Metropolitan Regional Council, Department of Biodiversity, Conservation and Attractions, Jandakot Airport, airport tenants, DTRDCSA, Department of Agriculture, Fisheries and Forestry, Birdlife Australia, surrounding land use operators and ornithological consultants.

The key objectives of the committee are to review bird and wildlife count and strike data, advise on the development and implementation of strategies to reduce the incidence of bird and wildlife strike, review operating procedures and policies, and discuss recommendations from subject matter experts.

**5.4.1.7 Perth Airport Access and Inclusion Advisory Group**

The Access and Inclusion Advisory Group was established in 2015 and serves as a key platform dedicated to advocating for diversity, addressing inclusion barriers and enhancing the overall customer experience for individuals with disabilities, chronic health conditions, and other special circumstances, within airport terminals and across the estate. The group includes representatives from Visibility, Blind Citizens WA, Autism WA, Department of Communities, National Disability Services and community members with lived experience. Perth Airport actively solicits feedback from the Advisory Group to enable informed design, drive innovative solutions and identify improvement opportunities.

**5.4.2 Community**

Perth Airport places a high priority on engaging with representatives of local communities to ensure their needs and concerns are taken into account in the planning and operation of the airport. Throughout the year, Perth Airport undertakes a range of initiatives to achieve effective community engagement on airport matters. Key engagement activities include Airport Experience Open Days and updates across social media platforms as well as regular meetings of the Perth Airport Community Briefing Group, Airport Consultative Environmental and Sustainability Group, and the Aboriginal Partnership Agreement Group. Details about each of these groups is provided in Section 5.4.1.

Perth Airport also proudly contributes to a range of local schools, sporting organisations, not-for-profit charities and groups, as well as key industry groups, with the aim of supporting those in need and engaging with the local community. Perth Airport’s relationship with the Western Australian community is an important part of company values and, over the past decade, more than \$9 million has been invested to positively impact the lives of many Western Australians. The range of community initiatives is detailed in Section 3.4.

Perth Airport places a high priority on engaging with representatives of local communities to ensure their needs and concerns are taken into account in the planning and operation of the airport.





5.4.3 Master Plan 2026 Consultation

The development of an airport master plan requires extensive collaboration and engagement with Federal, State and Local Government departments, stakeholders and the community.

Figure 5-8 shows the five key stages to the development of an airport’s master plan.

The consultation processes undertaken with the various stakeholder groups throughout the development and implementation of this Master Plan 2026 are shown in Table 5-2.

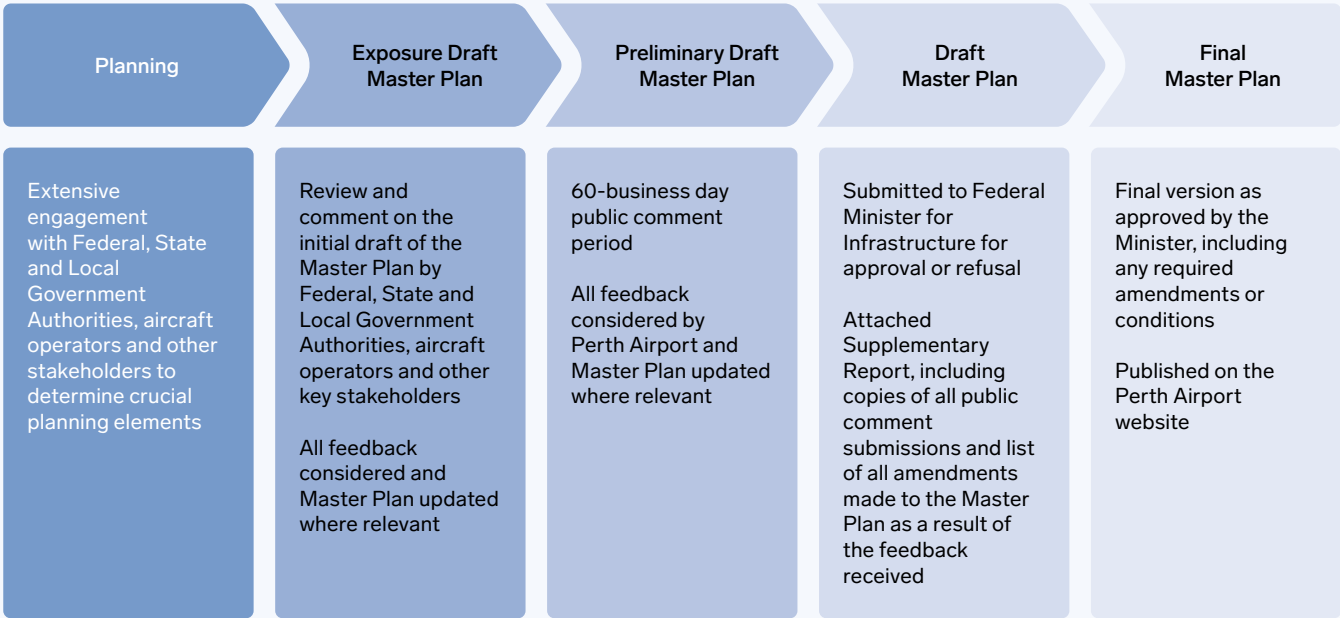


Figure 5-8 Master Plan Development Stages  
Source: Perth Airport

FIVE YEAR MASTER PLAN PROCESS				
Stakeholder	Master Plan development	Formal Consultation (Preliminary Draft)	Implementation	Outcome
Community	Perth Airport Community Briefing Group (CBG)	Public notice and comment period Community information sessions PACF	Ongoing process of engagement and review through various mechanisms including regular forums and direct briefings. All major developments require relevant approvals under Commonwealth and State legislation and, where required, formal engagement and public notification will be undertaken.	A process which provides ongoing and detailed opportunity for input and engagement across all sectors to influence the development of the master plan within a transparent and collaborative framework. Key stakeholders and community are aware and informed of the timing and impacts of Perth Airport’s operations and development.
First Nations peoples	Partnership Agreement Group (PAG) CBG Direct briefing and engagement	Public notice and comment period PAG CBG Direct briefing and engagement		
Environmental	Consultative Environmental and Sustainability Group (ACES) Stakeholder workshops	Public notice and comment period		
Accessibility and inclusion advocates	Access and Inclusion Advisory Group	Public notice and comment period		
General industry	Planning Coordination Forum (PCF) Industry Briefings Direct briefings and engagement	Public notice and comment period		
Aviation sector	PACF Perth Airport Aircraft Noise Technical Working Group Direct briefings and engagement	Public notice and comment period		
Local Government	PCF CBG Stakeholder workshops Officer briefings	Public notice and comment period Elected Council briefing PCF		
State Government	PCF CBG ACES Stakeholder workshops Officer briefings	Public notice and comment period Direct briefings when requested PCF		
Australian Government	PCF CBG ACES Officer briefings	Public notice and comment period PCF		
Members of Parliament (Federal and State)	CBG	Public notice and comment period Direct briefing when requested		

Table 5-2 Master Plan 2026 engagement process  
Source: Perth Airport



5.4.4 Preparation of the Exposure Draft Master Plan 2026

Perth Airport undertook an extensive consultation process in the development of the initial draft of this Master Plan 2026.

Meetings were held with key stakeholders to discuss key elements of airport planning and to determine the priorities for the next 20 years. Perth Airport engaged specialist consultants to undertake detailed assessments and provide planning advice. Key findings were then discussed with Perth Airport’s Board of Directors and relevant stakeholders.

5.4.5 Exposure Draft Master Plan 2026 Stakeholder Review

An important part of the development of a master plan is the release of an early version of the document for review and comment by key Australian, State and local government agencies, and aviation industry representatives.

The Exposure Draft Master Plan 2026 was provided to the stakeholders shown in Table 5-3, and briefings provided to key staff as required.

Briefings and updates on planning elements are also made to the Planning Coordination Forum, Airport Consultative Environmental Group, Community Briefing Group and the Partnership Agreement Group.

Perth Airport has due regard for feedback provided and, where possible, addresses the initial concerns and issues raised though the preparation of the Preliminary Draft Master Plan 2026.

Australian Government	State Government	Local Government	Industry
Airservices Australia Civil Aviation Safety Authority Department of Climate Change, Energy, the Environment and Water Department of Infrastructure, Transport, Regional Development, Communications and the Arts	Department of Biodiversity, Conservation and Attractions Department of Creative Industries, Tourism and Sport Department of Energy and Economic Diversification Department of Planning, Lands and Heritage Department of Premier and Cabinet Department of Transport and Major Infrastructure Department of Water and Environmental Regulation Environmental Protection Authority Western Australia Planning Commission Main Roads Western Australia Public Transport Authority Development WA	City of Belmont City of Kalamunda City of Swan	Board of Airline Representatives Australia Qantas Group Virgin Australia National Jet Express Maroomba Airlines Skippers Aviation MinRes Air Maxem Aviation AvWest Airflite Remorex Brooks Airways Penjet

Table 5-3 Exposure Draft Master Plan 2026 stakeholder review  
Source: Perth Airport

5.4.6 Release of Preliminary Draft Master Plan 2026 for Public Comment

In accordance with Section 79 of the Airports Act, the Preliminary Draft Master Plan 2026 is made available for public comment for a period of 60 business days.

Prior to the Preliminary Draft Master Plan 2026 being published for public comment, Section 80 of the Airports Act requires Perth Airport to advise, in writing, the following persons of Perth Airport’s intention to submit a new master plan to the Federal Minister for Infrastructure:

- the Minister of the state in which the airport is situated with responsibility for town planning or use of land
- the authority of that state with responsibility for town planning or use of land, and
- each local government body with responsibility for an area surrounding the airport.

A newspaper advertisement is published in the West Australian newspaper advising that the Preliminary Draft Master Plan 2026 is available for members of the public to provide written comments, and advising how and where members of the public can obtain a copy of the document.

5.4.6.1 Obtaining a copy

A copy of the Preliminary Draft Master Plan 2026 is made available for download, free of charge, from [perthairport.com.au/masterplan](http://perthairport.com.au/masterplan).

During the public comment period, printed copies of the Preliminary Draft Master Plan 2026 are also available for viewing or purchase at the Perth Airport Alpha building (Level 2, 2 George Wiencke Drive, Perth Airport) and at selected public libraries.

5.4.6.2 Engagement Materials and Activities

To ensure that the community has an opportunity to comment on the Preliminary Draft Master Plan 2026, public engagement includes a range of activities and the production of additional material.

West Australian advertisement

An announcement about the commencement of the public comment period is made in The West Australian newspaper.

Social media

Announcements about key milestones, such as the commencement of the public comment period and information about community briefings and public events, are regularly made through the Perth Airport Facebook and X accounts.

Perth Airport website

The Perth Airport website, [perthairport.com.au/masterplan](http://perthairport.com.au/masterplan), provides online copies of documentation including the Preliminary Draft Master Plan 2026 and supplementary information, community information events, and opening times of the Perth Airport Experience Centre. This forum provides an opportunity for members of the public to meet with Perth Airport staff and discuss the matters of interest and concern to them.

Other communication

Other communication platforms, such as local government websites, are used to promote the public comment process wherever possible.

Aircraft noise information portal

Released in 2014, the interactive Aircraft Noise Information Portal enables users to obtain information related to a specific property’s location for:

- current and anticipated future flight paths
- the Australian Noise Exposure Forecast contours, and
- the Number-Above noise contours.

The interactive noise portal has been updated to include the noise exposure modelling undertaken for this Master Plan 2026 (see Section 16.2) and can be accessed at [perthairport.com.au/aircraftnoise](http://perthairport.com.au/aircraftnoise).

The Perth Airport Aircraft Noise Management Summary and Reducing Aircraft Noise in Existing Homes booklets, which provide information on noise impacts relating to Perth Airport operations and associated flight paths, are also available for viewing and download from the noise portal site.

Airport Experience Centre

The Perth Airport Experience Centre, located on the ground floor of the Alpha building at 2 George Wiencke Drive, Perth Airport, is open at various times during the public comment period, including evenings and weekends. Visitors have the opportunity to speak to Perth Airport staff.

The Perth Airport Experience Centre opening times will be published on the Perth Airport website and through Perth Airport social media. Free car parking is available.

Community Information Activity

Information expos are held in various local shopping centres and community events.

Notices regarding the times and locations of the information expos are published at [perthairport.com.au/masterplan](http://perthairport.com.au/masterplan), in the West Australian and/or relevant community newspapers, and through Perth Airport social media.



5.4.6.3 Making a Submission

Written public comment submissions are to be sent to the below address or submitted online via [perthairport.com.au/masterplan](https://perthairport.com.au/masterplan) before 5.00 pm on Tuesday 23 December 2025.

Master Plan 2026  
Perth Airport Pty Ltd  
PO Box 6  
Cloverdale WA 6985

To assist Perth Airport in considering the feedback provided, submissions should:

- clearly state the matter(s) of interest
- reference the relevant section(s) of the Preliminary Draft Master Plan 2026
- use dot points or paragraph headings to assist with clarity
- provide the source of any factual information that has been referred to, and
- describe the measure(s) that would be appropriate to improve the proposal.

5.4.7 Preparation of the Draft Master Plan 2026

In accordance with the Airports Act, Perth Airport must have due regard for all comments received during the public comment period. Once all public comment submissions have been received, Perth Airport considers the feedback received and, where possible, incorporates the concerns and issues raised in the Draft Master Plan 2026.

During this time, Perth Airport engages with relevant State and local government agencies to review feedback and ensure the intent of their submissions is understood.

5.4.8 Submission of the Draft Master Plan 2026 to the Minister

As required under Section 79 the Airports Act, the submission of the Draft Master Plan 2026 to the Minister is accompanied by:

- a copy of written submissions received during the public comment period
- a written certificate signed on behalf of Perth Airport, containing:
- a list of names of the people or organisations that provided written comments to the Preliminary Draft Master Plan 2026
- a summary of the comments received
- evidence that Perth Airport has given due regard to those comments in preparing the Draft Master Plan 2026, and
- setting out such other information (if any) about those comments as is specified in the regulations.

5.4.9 Minister’s Consideration of the Draft Master Plan 2026

The Airports Act requires the Federal Minister for Infrastructure to have regard to the following matters when deciding whether to approve or refuse a master plan:

- the extent to which the plan achieves the purposes of a final master plan

- the extent to which carrying out the plan would meet present and future requirements of civil aviation users of the airport, and other users of the airport, for services and facilities relating to the airport
- the effect that carrying out the plan would be likely to have on the use of land within the airport site and in areas surrounding the airport
- the consultations undertaken in preparing the plan, including the outcome of the consultations, and
- the views of the Civil Aviation Safety Authority and Airservices Australia, in so far as they relate to safety aspects and operational aspects of the plan.

In response to the Aviation White Paper (see Section 4.3.2), in August 2024 the Minister advised Perth Airport of their intent to also have regard for the following additional matters:

- the appropriateness of the airport’s community consultation processes, including consultation with First Nations people (described in Section 8 and 11) and, where developments involve changes to flight paths, consistency with the Airservices Australia Community Engagement Standard (described in Section 16.2.2.8)
- how the airport will build and maintain resilience to climate impacts (described in Section 10.2)
- the suitability of the airport’s sustainability and decarbonisation initiatives (described in Section 10)
- whether the airport’s disability access arrangements comply with the *Disability Discrimination Act 1992* (Cth) and relevant disability standards (described in Section 5.3.1), and
- whether appropriate access to the airport’s site has been provided for general aviation users (described in Section 13.7).

5.4.10 Publication of the Final Master Plan 2026

If the Draft Master Plan 2026 is approved by the Minister, in accordance with Section 86 of the Airports Act Perth Airport undertakes the following notifications within 50 business days of Ministerial approval:

- publishes a newspaper notice advising that the Perth Airport Master Plan 2026 has been approved
- makes copies of the plan available for inspection or purchase at Perth Airport, and
- makes a copy of the approved Master Plan 2026 available on the Perth Airport website, [perthairport.com.au/masterplan](https://perthairport.com.au/masterplan).

