



PERTH AIRPORT MASTER PLAN 2020

Frequently Asked Questions



This document answers some of the frequently asked questions about Perth Airport and the Master Plan process.

What is the Master Plan?

The Master Plan is the blueprint for the future development of Perth Airport. It outlines the strategic vision for the airport estate over the next 20 years and beyond. It includes Perth Airport's development objectives, land use plans, forecast growth in passengers and aircraft movements, plans to improve ground transport, future aviation and non-aviation developments, aircraft noise management, and the strategy for managing environmental and heritage matters.

Why does Perth Airport need a new Master Plan?

Perth Airport is located on land owned by the Commonwealth of Australia. In 1997, the operation and management of Perth Airport was transferred from the Commonwealth to Perth Airport Pty Ltd (previously called Westralia Airports Corporation) under a long-term lease.

As a leased federal airport, Perth Airport is subject to the planning framework of the Commonwealth *Airports Act 1996*, which requires a Master Plan to be submitted to the Commonwealth Minister for Infrastructure, Transport and Regional Development for approval every five years.

The new Master Plan 2020 was approved by the Hon Michael McCormack MP on 2 March 2020, and replaces Master Plan 2014.



What is the Master Plan approval process?

Master Plan 2020 went through four key stages.

The Exposure Draft Master Plan was developed in consultation with a wide range of stakeholders and was submitted to key Commonwealth, State and Local governments and airline partners for initial review. The feedback on the Exposure Draft was incorporated into the Preliminary Draft Master Plan which was released for a 60 business day public comment period from 24 July to 18 October 2019, during which Perth Airport sought formal feedback from stakeholders and the community. Perth Airport considered all submissions and, where possible, incorporated the concerns and issues raised into the Draft Master Plan which was then presented to the Minister for consideration. The Submission to the Minister was accompanied by the following material:

- copies of comments 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 2020,
 - a summary of the comments received, and
 - evidence that Perth Airport has given due regard to those comments in preparing the Draft Master Plan 2020.

The Draft Master Plan was approved by the Minister, and became the Final Master Plan.

What did Perth Airport do to implement Master Plan 2014?

Since the approval of Master Plan 2014, Perth Airport has progressed the planning and development activities for the consolidation of commercial air services to Airport Central.

Significant investment in infrastructure has continued over the past five years, including the opening of the \$338 million new Terminal 1 Domestic pier in 2015, and new taxiways, taxiway widening, enhanced lighting and navigation approach equipment, as well as runway overlays.

Following the approval of Master Plan 2014, the Perth Airport Board of Directors approved a \$45 million investment in preconstruction activities for the new runway, including environmental and other approvals, preliminary airspace design and public consultation. A Major Development Plan for the New Runway Project was prepared to address the various legislative approvals and was made available for public comment in 2018.

Perth Airport has also been working to achieve the five-year Environment Strategy action plan and the transport and access improvements detailed in Master Plan 2014.

How is Master Plan 2020 different to Master Plan 2014?

Master Plan 2020 updates the Perth Airport Master Plan 2014 and considers changes over the past five years. Changes include new growth forecasts, detailed planning for ground transport improvements and development, the next five year Environment and Heritage Strategy action plan, and the vision for development of the airport estate for the next 20 year planning period.

A key focus of Master Plan 2020 is on the final stage of works to achieve the consolidation of all commercial air services into the Airport Central Precinct, with a planned investment program of up to \$2.5 billion to be implemented over the next decade.

Is air travel forecast to increase over the next 20 years?

Master Plan 2020 forecasts indicate continued growth in air travel over the next 20 years.

Total annual passenger numbers are forecast to nearly double to 28.5 million by 2040. Annual international passengers are expected to grow from 4.37 million in 2018 to 10.20 million in 2040. In the same period, annual domestic passengers are forecast to grow from 9.92 million to 18.31 million. Aircraft movements are forecast to increase from 129,900 movements in 2018 to 202,000 movements in 2040.

How will Perth Airport accommodate the forecast growth in air travel?

For more than 40 years the planning for Perth Airport has identified the future consolidation of terminals to a central location, supported by a parallel runway system.

As part of the Master Plan process, Perth Airport has continued to review the timing of planned developments to ensure that infrastructure and facilities are designed and constructed to meet forecast growth. The planned works for the final stage of consolidation of terminals in Airport Central, as well as the new parallel runway, will cater for the forecast passenger, aircraft and ground transport demand over the next 20 years and beyond.





When will the new runway be built?

The new parallel runway is expected to be operational between 2023 and 2028, subject to Commonwealth approval, demand and agreement with airlines. It forms a key part of supporting the consolidation of commercial air services into Airport Central.

The new runway is a complex, large scale civil engineering project that will take between four and five years to construct, including airspace design and testing.

A Major Development Plan was prepared to address the various legislative approvals required for a new runway and was made available for public comment in 2018. The final flight paths will be designed by Airservices Australia prior to opening of the new runway.

Visit newrunway.com.au for more information about the project.

How will ground transport access to Perth Airport be improved?

Ground transport planning is critical to the continual growth of Perth Airport and ensuring easy access for people coming to and going from the airport.

Perth Airport is responsible for the planning and construction of roads within the airport estate. The State Government, through Main Roads WA and the Public Transport Authority, is responsible for the planning and construction of the major roads external to the airport and the operation of the public transport systems.

A key focus of Master Plan 2020 is ensuring that ground transport infrastructure is in place for the final stage of consolidation of commercial air services to Airport Central.

The State and Commonwealth governments have contributed significantly to fund road and rail infrastructure to improve access to the airport and support consolidation. The \$1 billion Gateway WA project, Western Australia's largest-ever road project, was completed in 2016. The \$1.86 billion Forrestfield-Airport Link is expected to be completed in 2021 and includes the Airport Central Station, which is being constructed next to the Air Traffic Control tower and will give passengers access to all terminals located in Airport Central.

Perth Airport continues to improve the pedestrian and cycle networks within the airport to promote active transport.

Why does Perth Airport operate 24/7?

Perth Airport operates 24 hours a day, seven days a week providing an essential link for business and leisure travel and, importantly, meeting the needs of regional communities and the resource sector.

Maintaining operational flexibility is essential to support the Western Australian economy and the resource sector which relies on flying employees to mine sites during narrow time windows.

Perth Airport is also part of a national and global aviation network. Flight times and schedules for interstate and international services are not controlled locally. Any restrictions on the operations of Perth Airport would result in significantly fewer air services being available to Western Australians, resulting in less visitors to the State and higher costs for airline tickets.

What suburbs are going to be exposed to aircraft noise in the future?

People living in the metropolitan area can experience aircraft noise in varying levels at some point from either Perth Airport, Jandakot Airport or RAAF Base Pearce. Noise from aircraft landing and departing from Perth Airport, and from aircraft operations on the airfield, is an unavoidable impact of providing critical air services.

The response to aircraft noise is subjective, and what may affect one person may not affect another to the same degree. This is because individuals respond to sound and noise differently and there can be a large variation in responses. Certain groups may also be more sensitive to noise or vulnerable to new or increased aircraft noise exposure levels.

This is why Perth Airport is committed to ensuring clear and transparent information is available to allow people to consider their individual circumstance before making lifestyle choices such as moving to a new property. Perth Airport has developed an interactive web-based Aircraft Noise Information Portal that is available at perthairport.com.au/aircraftnoise. The Portal provides information about current flight paths, indicative future flight corridors, and the Australian Noise Exposure Forecast and Number-Above noise maps for each suburb.

What is the Australian Noise Exposure Forecast?

The Australian Noise Exposure Forecast (ANEF) shows the future density of aircraft noise exposure for an airport. The ANEF system is a complex tool used for land use planning in Australia. It illustrates the impact of aircraft noise in an area using visual contours.

The ANEF forms part of Australian Standard 2021:2015 (AS2021) 'Acoustics – Aircraft Noise Intrusion – Building Siting and Construction', which provides guidance on the acceptability of new building types within an ANEF zone. This information is used to help authorities determine what type of land use or development should proceed, based on the extent of aircraft noise in the area.

In addition to its role in informing land use assessments, the AS2021 also provides information on construction methods and materials that minimise noise intrusion in developments within ANEF contours.

The 20 ANEF contour corresponds to approximately 10 percent of people being 'seriously affected' and 30 percent of people being 'moderately affected'.

Perth Airport developed its first ANEF as part of the Master Plan 1985, nearly 35 years ago. Although the ANEF has been updated, generally every five years, the overall contours are relatively consistent.

The State Government has acted to control inappropriate development, mostly residential, based on adopting the Perth Airport ANEF into 'State Planning Policy 5.1 – Land Use Planning in the Vicinity of Perth Airport'.

The ANEF is not a readily understood measure of aircraft noise exposure and therefore other aircraft noise metrics, such as 'Number-Above' noise contours, may assist with understanding the exposure of aircraft noise in a given area.

What are 'Number-Above' noise contours?

The Number-Above noise contours show the average number of aircraft noise events per day that exceed a certain sound level. For example, a N65 contour map for Perth Airport illustrates the typical number of events per day at or above 65 decibels for a particular area. This corresponds to an outdoor sound level of 65 decibels and an indoor noise level of approximately 55 decibels. This is considered the sound level at which conversation is disturbed.



How is aircraft noise being managed?

Perth Airport works with Airservices Australia, Commonwealth, State and Local governments and the aviation industry to actively manage aircraft noise exposure and its effect on the community. The forecasts of long-term aircraft noise exposure around Perth Airport are used by Local Governments to limit the extent of noise sensitive developments in areas forecast to be most exposed to noise. Airservices Australia designs and operates flight routes with aviation safety as its first consideration. Where it is able to, without impacting safety, Airservices Australia will design or adjust flight routes to reduce noise exposure. Aircraft operators manage noise by introducing quieter aircraft and following noise abatement procedures. Community concerns about aircraft noise are communicated to airlines and Airservices Australia by representatives of local communities.

Does approval of the Master Plan mean that the developments are approved?

Approval of the Master Plan does not automatically mean that the proposed developments can go ahead.

The *Airport Act 1996* and relevant Commonwealth regulations require further assessments and approvals to take place, including further public comment and Commonwealth approval of a Major Development Plan for certain types of development. Furthermore, all building works on the airport estate require an application to be submitted for further consideration by the Commonwealth Government Airport Building Controller and Airport Environment Officer.

Perth Airport updates stakeholders and the wider community on the progress of planned developments through regular engagement activities such as the Planning Coordination Forum, Perth Airport Community Forum, Perth Airport Consultative Environmental and Sustainability Group, Partnership Agreement Group and the Perth Airports Municipalities Group.

What changes have been made in the new five-year Environment Strategy?

Perth Airport understands that its operations impact the environment and these environmental factors are taken into account in every aspect of the airport's business.

The new five-year Environment Strategy action plan builds on the environmental, sustainability and heritage management achievements over the past five years. Key areas of focus include the development and implementation of management plans for a wide range of activities, including groundwater extraction, land and biodiversity, conservation of significant flora and vegetation, heritage sites, and per- and poly-fluoro alkyl substance (PFAS) contamination.

Why do office and industrial developments that are unrelated to aviation occur at Perth Airport?

The Perth Airport estate comprises 2,105 hectares of land and is one of the State's most important public transport facilities. Perth Airport has safeguarded the majority of the estate for aviation purposes, including runways, taxiways, aprons, terminals and supporting aviation infrastructure such as roads, car parking, maintenance and catering facilities.

The proximity of Perth Airport to the Perth Central Business District and the wider metropolitan area, premium access to Perth's major arterial roads and distribution networks, and high safety and security standards means that Perth Airport is also a prime location for commercial, industrial and logistics facilities.

Perth Airport's status as a 'Specialised Activity Centre' in State Government strategic plans highlights the importance of the role the airport plays in promoting economic development and creating employment opportunities within Western Australia, though providing land for the development of high quality facilities and services.