

Perth Airport 

Master Plan 2020

APRIL 2020







Appendices



Appendix A: Airports Act Compliance

Master Plan Section

Airports Act Section 70

The purposes of a final master plan for an airport are:	3
(a) to establish the strategic direction for efficient and economic development at the airport over the planning period of the plan	
(b) to provide for the development of additional uses of the airport site	3, 5
(c) to indicate to the public the intended uses of the airport site	3, 4, 5, 6
(d) to reduce potential conflicts between uses of the airport site, and to ensure that uses of the airport site are compatible with the areas surrounding the airport	2, 3
(e) to ensure that all operations at the airport are undertaken in accordance with relevant environmental legislation and standards	9
(f) to establish a framework for assessing compliance at the airport with relevant environmental legislation and standards	9
(g) to promote the continual improvement of environmental management at the airport	9

Airports Act Section 71

(a) the airportlessee company's development objectives for the airport	2
(b) the airportlessee company's assessment of the future needs of civil aviation users of the airport, and other users of the airport, for services and facilities relating to the airport	2
(c) the airportlessee company's intentions for land use and related development of the airport site, where the uses and developments embrace airside, landside, surface access and land planning/zoning aspects	3, 4, 5, 6
(d) an Australian Noise Exposure Forecast (in accordance with regulations, if any, made for the purpose of this paragraph) for the areas surrounding the airport	7
(da) flight paths (in accordance with regulations, if any, made for the purpose of this paragraph) at the airport	7
(e) the airportlessee company's plans, developed following consultations with the airlines that use the airport and local government bodies in the vicinity of the airport, for managing aircraft noise intrusion in areas forecast to be subject to exposure above the significant ANEF levels	7
(f) the airportlessee company's assessment of environmental issues that might reasonably be expected to be associated with the implementation of the plan	9
(g) the airportlessee company's plans for dealing with the environmental issues mentioned in paragraph (f) (including plans for ameliorating or preventing environmental impacts)	9
(ga) in relation to the initial period (see subsection (3A) of the master plan—a plan for a ground transport system on the landside of the airport that details:	6
(i) a road network plan	
(ii) the facilities for moving people (employees, passengers and other airport users) and freight at the airport	6
(iii) the linkages between those facilities, the road network and public transport system at the airport and the road network and public transport system outside the airport	6
(iv) the arrangements for working with the State or local authorities or other bodies responsible for the road network and the public transport system	6
(v) the capacity of the ground transport system at the airport to support operations and other activities at the airport	6
(vi) the likely effect of the proposed developments in the master plan on the ground transport system and traffic flows at, and surrounding, the airport	6
(gb) in relation to the initial period (see subsection (3A) of the master plan—detailed information on the proposed developments in the master plan that are to be used for:	5
(i) commercial, community, office or retail purposes	
(ii) for any other purpose that is not related to airport services	5
(gc) in relation to the initial period (see subsection (3A) of the master plan—the likely effect of the proposed developments in the master plan on:	1
(i) employment levels at the airport	
(ii) the local and regional economy and community, including an analysis of how the proposed developments fit within the planning schemes for commercial and retail development in the area that is adjacent to the airport	2

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(h) in relation to the initial period (see subsection (3A) of the master plan—an environment strategy that details:	9
(i) the airportlessee company's objectives for the environmental management of the airport	
(ii) the areas (if any) within the airport site which the airportlessee company, in consultation with State and Federal conservation bodies, identifies as environmentally significant	9
(iii) the sources of environmental impact associated with civil aviation operations	9
(iv) the studies, reviews and monitoring to be carried out by the airportlessee company in connection with the environmental impact associated with civil aviation operations	9
(v) the time frames for completion of those studies and reviews and for reporting on that monitoring	9
(vi) the specific measures to be carried out by the airportlessee company for the purposes of preventing, controlling or reducing the environmental impact associated with civil aviation operations	9
(vii) the time frames for completion of those specific measures	9
(viii) details of the consultations undertaken in preparing the strategy (including the outcome of the consultations)	9
(ix) any other matters that are prescribed in the regulations	9
(i) such other matters (if any) as are specified in the regulations	9
Airports Act Section 83	
(2) The airportlessee company for the airport must take all reasonable steps to ensure that the environment strategy in the master plan is complied with	9
(3) A person (other than the airportlessee company for the airport) who carries on activities at the airport must take all reasonable steps to ensure that the environment strategy in the master plan is complied with	9
Matters provided by Regulations: Airport Regulations 1997 (Current 2018) Reg 5.02 Contents of draft or final Master Plan	
(1) For paragraphs 71(2) (j) and (3) (j) of the Act, the following matters are specified:	
(a) any change to the OLS or PANS-OPS surfaces for the airport concerned that is likely to result if development proceeds in accordance with the master plan	7
(b) for an area of an airport where a change of use of a kind described in sub-regulation 6.07(2) of the Airports (Environment Protection) Regulations 1997 is proposed:	3
(i) the contents of the report of any examination of the area carried out under regulation 6.09 of those Regulations	
(ii) the airportlessee company's plans for dealing with any soil pollution referred to in the report.	9
(2) For section 71 of the Act, an airport master plan must, in relation to the landside part of the airport, where possible, describe proposals for land use and related planning, zoning or development in an amount of detail equivalent to that required by, and using terminology (including definitions) consistent with that applying in, land use planning, zoning and development legislation in force in the State or Territory in which the airport is located.	3
(3) For subsection 71(5) of the Act, a draft or final master plan must:	
(a) address any obligation that has passed to the relevant airport-lessee company under subsection 22(2) of the Act or subsection 26(2) of the Transitional Act	1
(b) address any interest to which the relevant airport lease is subject under subsection 22(3) of the Act, or subsection 26(3) of the Transitional Act.	1
(4) In sub-regulation (1): OLS and PANS-OPS surface have the same meanings as in the Airports (Protection of Airspace) Regulations.	7

Airport Regulations 1997 5.02A Contents of draft or final master plan - matters to be specified in environment strategy

(1) For subparagraphs 71(2)(h)(ix) and (3)(h)(ix) of the Act, the matters in this regulation must be specified in an environment strategy.	9
(2) The environment strategy must specify any areas within the airport site to which the strategy applies that the airport-lessee company for the airport has identified as being a site of indigenous significance, following consultation with:	9
(a) any relevant indigenous communities and organisations; and	
(b) any relevant Commonwealth or State body.	
(3) The environment strategy must specify the airport-lessee company's strategy for environmental management of areas of the airport site that are, or could be, used for a purpose that is not connected with airport operations.	9
(4) The environment strategy must specify:	
(a) the training necessary for appropriate environment management by persons, or classes of persons, employed on the airport site by the airport-lessee company or by other major employers; and	9
(b) the training programs, of which the airport-lessee company is aware, that it considers would meet the training needs of a person mentioned in paragraph (a).	9

Airport Regulations 1997 5.02B Contents of draft or final master plan - things to be addressed in environment strategy

(1) For subsection 71(5) of the Act, a draft or final master plan must address the things in this regulation.	9
(2) In specifying its objectives for the airport under subparagraph 71(2)(h)(i) or (3)(h)(i) of the Act, an airport-lessee company must address its policies and targets for:	9
(a) continuous improvement in the environmental consequences of activities at the airport; and	
(b) progressive reduction in extant pollution at the airport; and	9
(c) development and adoption of a comprehensive environmental management system for the airport that maintains consistency with relevant Australian and international standards; and	9
(d) identification, and conservation, by the airport-lessee company and other operators of undertakings at the airport, of objects and matters at the airport that have natural, indigenous or heritage value; and	9
(e) involvement of the local community and airport users in development of any future strategy; and	9
(f) dissemination of the strategy to sub-lessees, licensees, other airport users and the local community.	9
(3) In specifying under subparagraph 71(2)(h)(ii) or (3)(h)(ii) of the Act, the areas within the airport site it identifies as environmentally significant, an airport-lessee company must address:	9
(a) any relevant recommendation of the Australian Heritage Council; and	
(b) any relevant recommendation of the Department of Environment regarding biota, habitat, heritage or similar matters; and	
(c) any relevant recommendation of a body established in the State in which the airport is located, having responsibilities in relation to conservation of biota, habitat, heritage or similar matters.	9
(4) In specifying the sources of environmental impact under sub paragraph 71(2)(h)(iii) or (3)(h)(iii) of the Act, an airport-lessee company must address:	9
(a) the quality of air at the airport site, and in so much of the regional airshed as is reasonably likely to be affected by airport activities; and	
(b) water quality, including potentially affected groundwater, estuarine waters and marine waters; and	9
(c) soil quality, including that of land known to be already contaminated; and	9
(d) release, into the air, of substances that deplete stratospheric ozone; and	9
(e) generation and handling of hazardous waste and any other kind of waste; and	9
(f) usage of natural resources (whether renewable or non-renewable); and	9
(g) usage of energy the production of which generates emissions of gases known as 'greenhouse gases'; and	9
(h) generation of noise.	9

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(5) In specifying under subparagraph 71 (2) (h) (iv) or (3) (h) (iv) of the Act the studies, reviews and monitoring that it plans to carry out, an airport-lessee company must address:	9
(a) the matters mentioned in sub regulation 5.02A (2) and sub regulations 5.02B (3) and (4); and	
(b) the scope, identified by the airport-lessee company, for conservation of objects and matters at the airport that have natural, indigenous or heritage value; and	9
(c) the approaches and measures identified by the airport-lessee company as its preferred conservation approaches and measures; and	9
(d) the professional qualifications that must be held by a person carrying out the monitoring; and	9
(e) the proposed systems of testing, measuring and sampling to be carried out for possible, or suspected, pollution or excessive noise; and	9
(f) the proposed frequency of routine reporting of monitoring results to the airport environment officer (if any) for the airport, or to the Secretary.	9
(6) In specifying under subparagraph 71 (2) (h) (vi) or (3) (h) (vi) of the Act, the measures that it plans to carry out for the purposes of preventing, controlling or reducing environmental impact, an airport-lessee company must address:	9
(a) the matters mentioned in sub regulations (2) to (4); and	
(b) the means by which it proposes to achieve the cooperation of other operators of undertakings at the airport in carrying out those plans.	9
(7) An airport-lessee company, in specifying the company's strategy for environmental management under sub regulation 5.02A (3), must address the matters in sub regulations (2) to (6).	9
(8) In this regulation: Department of Environment means the Department administered by the Minister responsible for administering the Environment Protection and Biodiversity Conservation Act 1999.	9

Airport (Environmental Protection) Regulations 1997 – Reg 6.02 Airport lessee company to monitor pollution levels

(1) An airport-lessee company must monitor, in accordance with its environment strategy:	9
(a) the levels of pollution, if any, present in air, water or soil at the airport; and	
(b) the level of noise generated at the airport.	9
(2) Monitoring must be carried out:	
(a) in a way that is consistent with the specification, in the environment strategy, of studies, reviews and monitoring, as affected by sub regulation 5.02B (5) of the Airports Regulations 1997; and	9
(b) under the direction of a person having the qualifications addressed under paragraph 5.02B (5) (d) of the Airports Regulations 1997; and	9
(c) if it involves testing — in accordance with regulation 1.08; and	9
(d) in a way that is not inconsistent with:	
(i) any international convention, treaty or agreement, relating to environment protection, to which Australia is a party; or	9
(ii) a provision of national environment protection measures made under section 14 of the National Environment Protection Council Act 1994.	

Airport (Environmental Protection) Regulations 1997 – Reg 6.03 – Annual report

(1) The airport-lessee company for an airport must give the Secretary a report for each financial year, or another reporting period that the Secretary determines, containing:	9
(b) details of the company's performance in achieving the policies and targets of the environment strategy and, in particular, of the company's progressive management of enduring environmental pollution problems at the airport.	

Appendix B: Glossary and Acronyms

The following abbreviations are to be used during reporting in either text or figures:

ABC	Airport Building Controller	DA6	Development Area 6
ACA	Airports Carbon Accreditation	DAWE	Department of Agriculture, Water and Environment (formerly DEE)
ACCC	Australian Competition and Consumer Commission	dba	Decibels
ACE	Airport Capacity Enhancement	DBCA	Department of Biodiversity, Conservation and Attractions
ACES	Airport Consultative Environmental and Sustainability	DBNGP	Dampier to Bunbury Natural Gas Pipeline
ADRM	Airport Development Reference Manual	DBP Act	<i>Dampier to Bunbury Pipelines Act 1997</i>
AEDT	Airport Environmental Design Tool	DEE	Department of the Environment and Energy
AEO	Airport Environment Officer	DFO	Direct Factory Outlet
AEPR	Airport (Environment Protection) Regulations 1997	DITRDC	Department of Infrastructure, Transport, Regional Development and Communications (previously known as Department of Infrastructure, Transport, Cities and Regional Development)
AGL	Above Ground Level	DME	Distance Measuring Equipment
AH Act	<i>Aboriginal Heritage Act 1972</i>	DMIRS	Department of Mines, Industry Regulation and Safety
Airports Act	<i>Airports Act 1996</i>	DOT	Department of Transport
Airservices	Airservices Australia	DPLH	Department of Planning, Land and Heritage
AMP	Airspace Management Plan	EMP	Environment Management Plan
AMT	Automated Mass Transit	EMRC	Eastern Metropolitan Regional Council
ANA	All Nippon Airways	EMS	Environmental Management System
ANEC	Australian Noise Exposure Concept	EPBC Act	<i>Environment Protection and Biodiversity Conservation Act 1999</i>
ANEF	Australian Noise Exposure Forecast	ESMF	Environment and Sustainability Management Framework
ANEI	Australian Noise Exposure Index	ESMS	Environment and Sustainability Management System
ANO	Aircraft Noise Ombudsman	FAC	Federal Airports Corporation
APARS	Airports (Protection of Airspace) Regulations 1996	FAL	Forrestfield-Airport Link
ARFF	Aviation Rescue Fire Fighting Services	FIFO	Fly-in fly-out
ASQ	Airports Service Quality	FTE	Full Time Equivalent
ASS	Acid Sulfate Soils	GA	General Aviation
ATC	Air Traffic Control	GDP	Gross Domestic Product
ATSIHP Act	<i>Aboriginal and Torres Strait Islander Heritage Protection Act 1984</i>	GEHB	Great Eastern Highway Bypass
BGL	Below Ground Level	GIS	Geographic Information System
BMS	Building Management System	GRP	Gross Regional Product
CAGR	Cumulative Average Growth Rate	GSP	Gross State Product
CASA	Civil Aviation Safety Authority	HIAL	High Intensity Approach Lighting
CASR	Civil Aviation Safety Regulation	IATA	International Air Transport Association
CBD	Central Business District	ICAO	International Civil Aviation Organization
CEMP	Construction Environment Management Plan	ILS	Instrument Landing System
CMEWA	Chamber of Minerals and Energy Western Australia	INM	Integrated Noise Model
CMP	Carbon Management Plan		
CNS	Communications, Navigation and Surveillance		
CONOPS	Concept of Operations		

JOSF	Joint Oil Supply Facility	SMD	Southern Main Drain
JUHI	Joint User Hydrant Installation	SWALSC	South West Aboriginal Land and Sea Council
LoS	Level of Service	T1	Terminal 1
LPS	Local Planning Scheme	T2	Terminal 2
MDP	Major Development Plan	T3	Terminal 3
MMTI	Multi-Modal Transport Interchange	T4	Terminal 4
MOS	Manual of Standards	TEC	Threatened Ecological Community
MRA	Metropolitan Redevelopment Authority	TFI	Tourism Futures International
MRO	Maintenance Repair Overhaul	TOD	Transit Oriented Development
MRS	Metropolitan Region Schemes	TRA	Tourism Research Australia
NAP	Noise Abatement Procedure	VET	Vocational Education and Training
NASAG	National Airports Safeguarding Advisory Group	VMS	Variable Message Signs
NASF	National Airport Safeguarding Framework	VOR	VHF Omnidirectional Range
NEPM	National Environmental Protection Measures	VTOL	Vertical Take-Off and Landing
NGER	National Greenhouse and Energy Reporting	WAC	Westralia Airports Corporation
NGERS	National Greenhouse and Energy Reporting System	WAPC	Western Australian Planning Commission
NMD	Northern Main Drain	WEMP	Water Efficiency Management Plan
NPI	National Pollutant Inventory		
NRP	New Runway Project		
OAR	Office of Airspace Regulation		
OEMP	Operational Environmental Management Plan		
OLS	Obstacle Limitation Surface		
PAANTWG	Perth Airport Aircraft Noise Technical Working Group		
PAAT	Protected Airspace Assessment Tool		
PACF	Perth Airport Community Forum		
PADG	Perth Airport Development Group		
PAG	Aboriginal Partnership Agreement Group		
PAMG	Perth Airports Municipalities Group		
PANS-OPS	Procedures for Air Navigation Services – Aircraft Operations		
PCF	Planning Coordination Forum		
PFAS	Per- and poly-Fluoroalkyl Substances		
PSA	Public Safety Areas		
PSZ	Public Safety Zones		
PTA	Public Transport Authority		
RAAF	Royal Australian Air Force		
RAV	Restricted Access Vehicles		
RET	Rapid Exit Taxiways		
RNP	Required Navigation Performance		
ROT	Runway Occupancy Times		
RPT	Regular Passenger Transport		
SCV	Small Charter Vehicles		

Glossary of Terms

03/21

Existing main runway designation. May be referred to as 03L/21R when referred to in combination with the new parallel runway.

03R/21L

New runway designation

06/24

Existing cross runway designation

Aerodrome

A defined area on land or water (including any buildings, installations, and equipment) intended to be used either wholly or in part for the arrival, departure and surface movement of aircraft.

Air Traffic Control

Air Traffic Controllers manage the safe and orderly flow of aircraft into, out of and between airports.

Aircraft Movement

Either a take-off or a landing by an aircraft.

Aircraft Sequencing

The process of air traffic control arranging spacing between aircraft to allow an orderly landing sequence with enough spacing to allow a landing aircraft to vacate the runway prior to the next one being cleared to land.

Airport Lease

The lease agreement between Perth Airport Pty Ltd (formally Westralia Airports Corporation) and the Commonwealth of Australia.

Airport Central

The terminal area between the existing main and new runways which currently houses Terminal 1 and Terminal 2.

Airside

The movement area of an airport, adjacent terrain and buildings or portions thereof, access to which is controlled.

Airspace

The portion of the earth's atmosphere over which a nation exercises jurisdiction over aircraft in flight.

Airspace Management Plan

The Airspace Management Plan is a high-level document that provides the parameters for which detailed flight path planning can be undertaken prior to the construction of the New Runway.

Section 160 of the *Environment Protection and Biodiversity Conservation Act 1999* notes that before the NRP MDP can be approved the Commonwealth Minister for Infrastructure and Transport must consider the advice of the Minister for the Environment and Energy in relation to the adoption of implementation of a plan for aviation airspace management involving aircraft operations that have or will have or are likely to have a significant impact on the environment.

Approaches

The course to be followed by an aircraft in approaching for a landing or in joining a traffic pattern.

Apron

A defined area on a land aerodrome intended to accommodate aircraft for the purpose of loading and unloading passengers, mail or cargo, fuelling, parking or maintenance.

Australian Noise Exposure Concept (ANEC)

Is a planning tool and used to test changes to noise exposure resulting from proposed changes to aerodrome operations.

Australian Noise Exposure Forecast (ANEF)

An Australian Noise Exposure Forecast (ANEF) chart shows contours representing a forecast of future noise exposure around an airport that has been endorsed by Airservices Australia on the basis of approved operational arrangements and air traffic forecasts. In some cases an ANEF chart may be based on the outer envelope of contours from a number of ANEC charts.

Australian Noise Exposure Index (ANEI)

Is the actual noise exposure for some previous time period, generally a year.

Baseline

A specific value or values that can serve as a comparison or control a basic standard or level; guideline.

Building area

An area of an aerodrome, outside the movement area, allocated for the provision of administration, aircraft maintenance and passenger, freight or other facilities. A building area may also contain fuel depots.

Corridor

A representation around an air route that indicates a range of flight paths that may be flown by aircraft as a result of weather diversion or air traffic control intervention. An area that final flight paths may be designed within.

Critical aircraft

The aeroplane or aeroplanes identified from among the aeroplanes the aerodrome is intended to serve as having the most demanding operational requirements with respect to the determination of movement area dimensions, pavement bearing strength and other physical characteristics in the design of aerodromes.

Detention Storage

An area that will temporarily store water until the downstream drainage network has capacity to drain the stored water.

Dewatering

Removal or draining groundwater or surface water from a riverbed, construction site, caisson, or mine shaft, by pumping or evaporation.

Duty Runway

The runway or runways that have been nominated to be used by air traffic control at a given time.

Environmental Incident

Any event or impact on the environment involving Perth Airport and/or its contractor's actions or assets that is capable of:

- Causing harm to the environment or any person or property,
- Causing pollution, and/or
- Coming to the attention of an environmental regulatory agency.

Estate

The grounds and tenancies associated with the Perth Airport land holdings.

Fauna

The animals of a given region or period considered as a whole.

Flight path

The track an aircraft may fly. Flight paths include Air Routes, Departure and Arrival procedures, Approach procedures and flight tracks.

Flora

The plants of a particular region or period, listed by species and considered at a whole.

Fly-in fly-out (FIFO)

Describes the pattern of work where by employees are flown to and from their place of work.

Forrestfield-Airport Link

The new railway line that is being constructed by the State Government to connect Forrestfield and Perth Airport to the Perth Central Business District.

General Aviation (GA)

Refers to all flights other than military and scheduled airline flights, both private and commercial.

Ground Disturbing Works

The disturbance of earth or waters involving machinery including clearing, excavation, backfilling and compacting, but excludes geotechnical investigations, surveying, fencing and rehabilitation works.

Ground-based

Located on the ground as opposed to in an aircraft or in airspace.

HIAL

High Intensity Approach Lighting

Instrument Approaches

An instrument approach is required in poor weather conditions where the pilot cannot see the ground and relies on the pilot receiving guidance to land from instruments located in both the aircraft and on the ground.

Interstate

Activities between States and/or Territories

Intrastate

Activities within a States or Territory

Integrated Noise Model (INM)

The Integrated Noise Model is an aircraft noise modelling software package produced by the United States Federal Aviation Administration.

Landside

That portion of an aerodrome not designated as airside and to which the general public normally has free access.

Living Stream

A constructed or retrofitted vegetated waterway that mimics the characteristics of a natural stream.

Major Development Plan (MDP)

As defined by section 91 (1) of the Airports Act 1996.

Manoeuvring area

That part of an aerodrome to be used for the take-off, landing and taxiing of aircraft, excluding aprons.

Master Plan

As defined by section 71 (2) of the Airports Act 1996.

Movement

Either a take-off or a landing by an aircraft.

Movement areas

The part of an aerodrome to be used for the surface movement of aircraft, including the manoeuvring areas and aprons.

N-contours

A term used to describe noise through reporting the number of aircraft noise events louder than the specified dB(A) level.

New Runway Project

The New Runway Project (NRP) includes:

- Construction, including clearing and site preparation, of a new runway up to 3,000 metres in length and with associated infrastructure.
- Development of an airspace management plan that will cater for the changes to current airspace and flight paths to accommodate operations of the new runway.

Noise Abatement Procedures

Every major airport has Noise Abatement Procedures (NAPs), which are designed to reduce the impact of aircraft noise on the community. They include procedures for runway use and flight paths.

Noise Contour

Developed by the [then] Commonwealth Department of Infrastructure and Transport to illustrate the average number of events per day that exceed a certain sound level.

Operator

A person, organisation or enterprise engaged in, or offering to engage in, an aircraft operation.

Obstacle Limitation Surfaces (OLS)

A series of planes associated with each runway of an aerodrome and which define the desirable limits to which objects may project into the airspace around the aerodrome. Obstacles penetrating an OLS may need to be marked and/or lit in accordance with CASA requirements. Definitions of individual OLS are:

- Conical surface: a surface sloping upward and outward from the periphery of the inner horizontal surface to a specified height above that surface,
- Inner horizontal surface: a plane at a specified height above the aerodrome reference elevation datum extending to a specified outer boundary,
- Approach surface: an inclined plane or combination of planes originating at the inner edge associated with each runway threshold,
- Transitional surface: inclined planes which originate from the edges of the runway strip and the side of the approach surface and extend upward and outward at a specified rate to the inner horizontal surface, and
- Take-off climb surface: a plane originating at the end of the clearway, sloping upward and diverging at a specified rate

Pavement

A prepared or semi prepared surface of a given depth for the purpose of providing added bearing capacity to an existing ground surface.

Perth Airport Estate (the estate)

The parcel of land Perth Airport sits upon and that is leased from the Commonwealth Government.

Phytophthora

A group of fungi of the genus *Phytophthora*, which cause a serious plant disease.

Pollution

The direct or indirect alteration of the environment to its detriment or degradation, to the detriment of an environmental value, or is of a prescribed kind from an emission (as defined by the *Environmental Protection Act 1986* (State)).

Precinct

A space or place of definite or misunderstood limits.

Priority Flora

Flora that is recognised by the Department of Biodiversity Conservation and Attractions as being under threat and in urgent need of further study; but is not yet declared rare flora under the *Wildlife Conservation Act 1950* (State). Priority Flora is divided into Priority 1, Priority 2, Priority 3 and Priority 4 listings, with Priority 1 being the flora most under threat.

Regular Passenger Transport (RPT)

Regular Passenger Transport represents passenger services operating to a published schedule.

Receptor

Various devices that receive information, signals etc

Runway

A defined rectangular area on a land aerodrome, prepared for the take-off and landing of aircraft along its length.

Runway Mode

An operating mode is the use of a certain runway or a combination of runways and the mode selected is based on a number of factors and documented selection criteria.

Runway number

The number allocated to a runway end, being that whole number nearest to one tenth of the magnetic bearing of the runway centreline (measured clockwise from magnetic north) when viewed from the approach. Single digit numbers so obtained are preceded by zero and where the final numeral of the bearing is five degrees, the number allocated is the next largest number.

Taxiway

A defined path on an aerodrome established for the taxiing of aircraft and intended to provide a link between one part of the aerodrome and another, including:

- aircraft stand taxi lane; a portion of an apron designated as a taxiway and intended to provide access to aircraft stands only,
- apron taxiway: a portion of a taxiway system located on an apron and intended to provide a through taxi route across the apron, and
- rapid exit taxiway: a taxiway connected to a runway at an acute angle and designed to allow landing aircraft to turn off at higher speeds than are achieved on other exit taxiways thereby minimising runway occupancy times.

Wetland

Land that is permanently, seasonally or intermittently waterlogged or inundated with water, but excludes watercourses.





Perth Airport

Level 2, 2 George Wiencke Drive
Perth Airport, WA 6105
PO Box 6, Cloverdale WA 6985



perthairport.com.au

