

Perth Airport

IATA/ICAO CODE: PER/
 CITY: Perth
 COUNTRY: Australia

AIRPORT CONTACT

Information updated by the airport 3/2011

Name:	Peter Cock	Torben Petersen
Title:	Chief Operating Officer	Airport Planning Manager
Airport:	Perth Airport	
Address:	Westralia Airports Corporation Level 2, 2 George Wiencke Drive Perth Airport WA 6105 PO Box 6 Cloverdale WA6985	
Phone:	+61 8 9478 8888	+61 8 9478 8440
Fax:	+61 8 9478 8887	+61 8 9478 8889
Email:	peter.cock@wac.com.au	torb.petersen@wac.com.au

Airport Web Site: www.perthairport.com or www.airservices.gov.au Airservices Australia

ELEVATION: 67 ft.

RUNWAY INFORMATION				
Orientation	Length ft)	Displaced Threshold ft)	Glide Slope(deg)	Width (m)
03/21	11299	-	3	45
06/24	7096	-	3	45

NOISE ABATEMENT PROCEDURES

2 – PREFERRED FLIGHT PATHS

2.1 - The minimum height over residential areas is:

- Jet aircraft 5000FT AGL;
- Turbo-prop aircraft 3000FT GL;

Except where impractical in the normal course of operation to and from the airport runways.

2.2 - ATC shall normally process IFR departing aircraft via Standard Instrument Departures. When a departing aircraft is not following a procedural SID, ATC shall process the aircraft via flight paths that approximate relevant SID tracks, where possible, and in compliance with paragraph 2.1.

2.3 - IFR arriving aircraft must be processed via STAR tracks where available. STAR tracking may only be varied if essential for sequencing or separation.

2.4 - Non-STAR tracking must approximate STAR tracks or must comply with paragraph 2.1.

1. Landing runway 21, arriving from the South
 - a. ACFT at or below 45000kg MTOW, visual left CIRCUIT
2. Landing runway 21, arriving from the West
 - a. Via WOOFY to 6nm final runway 21 for VISUAL APPROACH
3. Landing runway 24, arriving from the South
 - a. Via SPUDO
4. Landing runway 03, arriving from the South or West
 - a. Via HARMN for ILS approach
 - b. Via 5mn Final runway 03 for VISUAL APPROACH
5. Landing runway 06, arriving from the Southwest or West
 - a. West of the coast then via straight in approach

CONTINUOUS DESCENT ARRIVAL (CDA) - NONE

AIRPORT CURFEWS - NONE

PREFERENTIAL RUNWAYS

Takeoff	Landing
1. Runway 21*	1. Runways 24 and 21(equal)
2. Runways 03 and 06 (equal)*	2. Runway 03
3. Runway 24*	3. Runway 06
* Jet noise abatement climb procedures apply	

OPERATING QUOTA - NONE

ENGINE RUN-UP RESTRICTIONS

The airport provided us with a copy of the [Engine Ground Running and Compass Swinging at Perth AirportP- Effective March 16, 2010.](#)

APU OPERATING RESTRICTIONS - NONE

NOISE BUDGET RESTRICTIONS - NONE

NOISE SURCHARGE - NONE

NOISE MITIGATION/LAND USE PLANNING PROGRAM INFORMATION

The operator of Perth Airport has a long-term lease from the Australian Federal Government to manage and develop the airport.

Perth Airport does not have an aircraft noise insulation program for buildings surrounding the airport due to the current level of air traffic.

The State Government of Western Australia has the responsibility for land use planning outside the airport boundary. Perth Airport has worked closely with the State Government to produce a Statement of Planning Policy No. 5.1 (SPP No. 5.1) - Land Use Planning in the Vicinity of Perth Airport - February 2004. This document describes the manner in which the State Government will develop land surrounding Perth Airport to be compatible with the future development of the airport. This document can be viewed at the Western Australian Planning Commission website:

www.wapc.wa.gov.au

NOISE MONITORING SYSTEM

<http://www.airservices.gov.au/projectsservices/reports/nfpms/nfpmsperth.asp>

FLIGHT TRACK MONITORING SYSTEM

<http://www331.webtrak-lochard.com/webtrak/per3>

NOISE LEVEL LIMITS - NONE

CHAPTER 2 RESTRICTIONS

Chapter 2 airplanes are prohibited from operating at airports in Australia as of April 1, 2002.

CHAPTER 2 PHASEOUT

[Australia Phase out of Chapter 2 airplanes complete as of April 1, 2002.](#)

CHAPTER 3 RESTRICTIONS

[Marginally compliant Chapter 3 airplanes restricted](#)

From 1 September 2010 under new regulations marginally noise compliant jet aircraft such as hush kitted B727 aircraft are banned from operating at Perth Airport. The regulations make provision for a marginally compliant aircraft to operate in cases of emergency and, in limited cases, where a flight is in the public interest.