

# PERTH INTERNATIONAL AIRPORT

# FACTS SHEET:



LORD MAYOR'S ROOM  
COUNCIL HOUSE  
ST. GEORGE'S TERRACE  
PERTH

The upgrading of the Perth International Airport is a significant milestone in the development of our State.

Tourism and trade play a major role in the economy of this State.

An airport today is the important gateway to major cities of the World. Our new Perth Airport provides a tremendous atmosphere helping to welcome our trade and tourist visitors to Perth and Western Australia.

MICHAEL A. MICHAEL, OAM.  
LORD MAYOR.

## PERTH AIRPORT: THE BEGINNINGS

On 3rd January 1911, Joseph J. Hammond took to the air above Perth's Belmont Park Racecourse in a flimsy Bristol Boxkite.

The occasion marked the first powered aircraft flight in Western Australia and inspired the likes of the Brearley brothers, Norman and Stanley, who contributed significantly to the development of Australian aviation.

Norman Brearley's West Australian Airways set another Australian aviation landmark on 5th December 1921 when it started the first regular airmail service between Geraldton and Derby.

His company also employed some of Australia's prominent aviation figures including Charles Kingsford Smith, Len Taplin, R. Fawcett, H.A. Blake and V.R. Abbott.

Among other milestones in Western Australia's aviation was the formation of Charles Snook's Airlines (WA) Ltd in 1935. The company later amalgamated with MacRobertson Miller Aviation (MMA), formed by Horrie Miller (after whom the access road to the new International Terminal is named) and Sir MacPherson Robertson in 1936. The company is now Ansett WA.

One of Miller's original pilots, Jimmy Woods, established Woods Airways Ltd, which operated the Perth-Rottnest Island service. Woods later formed Woods Helicopters Ltd.

Most of the early demonstration and promotional flights took place from parks and sports grounds. Belmont Park Racecourse served as Perth's first regular landing area until a more suitable site was found at Langley Park.

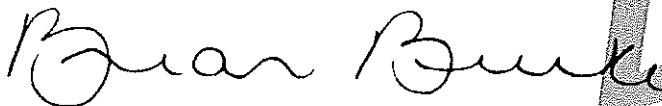
Langley Park remained Perth's unofficial airport from 1920 until the official opening of Maylands Aerodrome in January 1925.



## OFFICE OF THE PREMIER

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The new Perth international air terminal will at last provide air travellers with facilities worthy of the Western gateway to the nation.



Brian Burke, J.P., M.L.A.,  
PREMIER

### FROM 1925 TO THE PRESENT

The present airport site at Guildford was selected in 1938. The need for a replacement for Maylands Aerodrome, which had been established in 1925 was becoming more apparent as aviation and aircraft developed.

The new site consisted of bushland, Chinese market gardens and the Dunreath Golf Club and had been part of a land grant made to John Scott by Governor Stirling to establish Western Australia's first bloodstock farm. (A plaque on the roadside wall of the present terminal commemorates Scott's achievement).

Work on the start of the new aerodrome was delayed until 1942 by the outbreak of World War II. By 1944, however, two 839 metre runways for use by RAAF fighter aircraft and a number of hangars and buildings were in place.

After the war the aerodrome was handed over to civil use and further improvements were made such as the construction of the large hangar by Australian National Airways, the main (north-south) runway and extensions to the existing runways.

Meanwhile Maylands Aerodrome continued to serve a useful role as Perth's secondary airport until being replaced by Jandakot in 1963.

Perth Airport began handling international traffic in 1952 when Qantas established a service to South Africa.

A converted wartime hangar was used as a temporary international terminal until a new terminal building, control tower and fire station costing a total of \$1 million were provided in 1962 for the staging of the British Empire and Commonwealth Games in Perth.

Throughout the 1960s and 1970s further improvements and runway extensions were carried out. The most recent extension to the main runway brought it to 3444 metres.

Like other major airports, Perth began to suffer congestion and delays as the popularity of air travel increased.

In 1972 a Commonwealth-State Advisory Committee was set up to look at Western Australia's aviation needs. This led to the publication in 1985 of an airport master plan which looks at requirements until the year 2010.

The new international terminal development east of the main runway was approved by the Australian Government in 1983 as part of an extensive program of airport development around the country.

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**MINISTER FOR TRANSPORT, AND  
REGIONAL DEVELOPMENT AND THE NORTH WEST**  
WITH SPECIAL RESPONSIBILITY FOR "BUNBURY 2000"

## NEW INTERNATIONAL COMPLEX AT PERTH AIRPORT

I welcome it as a most significant addition to the facilities which Western Australia can offer air travellers.

Julian F Grill,  
MINISTER OF TRANSPORT.

### AIRCRAFT MOVEMENTS AT PERTH

Perth Airport today is a bustling place, handling more than 1.4 million passengers in 1983.

Nine international airlines — Air India, Air New Zealand, British Airways, Cathay Pacific, Garuda, Malaysian Airlines System, Singapore Airlines, South African Airlines and Qantas — link Western Australia to Asia, Europe and Africa and account for about a quarter of the passengers passing through the airport each year.

Qantas also operates joint flights with Air Zimbabwe and Thai International.

Since 1960 the number of international passengers has increased by more than 20 per cent annually, rising from about 7,240 to more than 405,000 in 1983. There are about 60 international aircraft movements a week.

The number of domestic passengers using the airport has risen by more than 10 per cent a year in the same period, from nearly 127,000 in 1960 to more than a million in 1983.

On present forecasts more than 1.1 million international passengers and more than 2.2 million domestic passengers are expected to pass through the airport in the year 2010.

Interstate services account for about half the passengers using the airport. These are provided by TAA (Trans Australia Airlines) and Ansett Airlines using A300B, B727-200/B767 and DC9-30 aircraft. There are about 120 interstate movements a week.

Intrastate services run by Airlines of Western Australia (an Ansett subsidiary) and by TAA, which flies to Port Hedland and Darwin, account for about 20 per cent of the passengers.

Airlines of West Australia flies to the larger regional centres using Fokker F28-1000 and F28-4000 aircraft.

TAA and Ansett operate DC9s and B737-200s on their routes.

Commuter operations account for another 2 per cent of passengers, with four companies operating various types of light aircraft on a number of routes ranging from the 20 minute trip to Rottnest Island to longer routes such as Meekatharra and Wiluna.

General Aviation accounts for the largest number of aircraft movements at Perth, growing from 17,300 in 1972 to 38,000 in 1982, peaking at 41,000 in 1978.

Perth also caters for some military and helicopter traffic. Charter and private flights use Jandakot, Perth's secondary airport, 23 km south-west of Perth Airport.

## BEHIND THE SCENES

Today's busy airport requires a range of sophisticated technical equipment and services to ensure smooth, efficient and safe air travel.

These services include air traffic control and communications, aircraft navigation and approach aids, and emergency facilities. Air Traffic Control (ATC) authorises aircraft taxiing, landings and take-offs as well as controlling the movement of aircraft on runways, runway strips and taxiways.

These functions are carried out from the primary control tower and in secondary control towers, or cabs, if they are required. ATC staff are assisted by terminal area radar (TAR) which provides information on airborne aircraft, and by surface movement radar (SMR) for the surveillance of aircraft on the airport manoeuvring area. The air traffic control system at Perth includes primary and secondary long-range radar located at Kalaunda, an area control centre responsible for the safe operation of aircraft in controlled air space, an operational control centre where pilots are briefed before a flight, and a Search and Rescue Co-ordination Centre.

A Flight Information Service provides briefings and in-flight information to pilots as well as a search and rescue alerting service. The Air Traffic Service Centre oversees radar operations and the provision of information to pilots en route.

Aeronautical information and messages from Perth to all air traffic control and flight service units in Australia are distributed through the Communication Centre where a new fully automatic computerised system is being installed. This will give Perth communication with all parts of the world.

Pilots are also assisted by various navigation and approach aids including Very High Frequency Omni-Directional Radio Range (VOR) for guiding aircraft to and from airports and Distance Measuring Equipment (DME) for in-flight measurement of an aircraft's distance from an airport.

To assist with landings there is a system of radio approach and landing aids known as the Instrument Landing System (ILS) and High Intensity Approach Lighting (HIAL) at the approach to runways. A system of lights at the sides of runways known as T-Visual Approach Slope Indicator System (T-Vasis) indicates to pilots the most favourable touch-down point and the correct angle of approach.

Other vital airport services include rescue fire fighting services, meteorological briefings and a modern high-pressure underground fuel system.

A number of Government departments are also involved in day-to-day operations at Perth Airport. They include Aviation, Health, Immigration, Customs and the Australian Federal Police.

