

MELBOURNE AIRPORT

Community Aviation Consultation Group (CACG)

Tuesday 17 February 2026, 10am-1pm

Holiday Inn Melbourne Airport

INVITEES

Name	Representing	From or Role
Kim Jordan		Independent Chair
Fred Ackerman	Community	Taylors Lakes
Maggie Baron		Kensington
Greg Bisinella		East Melbourne
Elaine Brogan OAM		Sunbury (incoming member)
David Cleland		Greenvale
Emma Langoulant		Keilor
Veronica Tang		West Footscray (incoming member)
Jane Waldock		Montmorency
Fonda Zahopoulos		Moonee Ponds
Liz Beattie	Victorian Trades Hall Council	Project Officer
Eunice Wong	Brimbank City Council	Strategic Planner
David Power	Hobsons Bay City Council	Manager Strategy, Economy and Sustainability
James McNulty	Hume City Council	Manager Planning & Development
Lydia Sorensen	Macedon Ranges Shire Council	Manager Economic Development and Visitor Economy
Steve Finlay	Melton City Council	Statutory Planning Coordinator
Rory MacDonald	Maribyrnong City Council	Manager City Development
Petrus Barry	Moonee Valley City Council	Manager Planning and Building
May Li Foong	Airservices Australia	Senior Advisor Community Engagement
Timothy Gill		Senior Advisor Community Engagement
Joanna Kormas	Victorian Department of Transport & Planning	Manager Statutory (Planning) Policy
Braden Hartcher	Department of Infrastructure, Transport, Regional Development, Communications, Sport and the Arts	Director Vic/Tas Airports
Emilie Hoffmann Fattore		Senior Regulatory Policy Officer
Matt Thomas	Noise Sharing Plan team	Trax Asia Pacific
Justin Portelli	Melbourne Airport	Chief of Staff, Office of the CEO
Rosie Offord		Head of Planning
Edward Martin		Head of Public Affairs
Dr Monika Schott		Senior Manager Stakeholders & Partnerships
Simone Bellears		Community Engagement Manager
Shantelle O'Riordan		Community Engagement Advisor
Justin Barbour		Government Relations Manager
Laura Brannigan		Head of Noise Amelioration Plan & Program
Bree Tanner		Senior Manager Aviation Services

1. Welcome and apologies

The Chair welcomed and thanked all for attending the meeting and acknowledged the Traditional Owners of Country and paid respects to Elders past, and present.

Apologies:

- Monika Schott
- Justin Portelli
- Braden Hartcher
- Emilie Hoffmann Fattore
- Rory MacDonald

2. Update on action items

- Terminal upgrade will be covered in this meeting.

3. Late items for discussion

- None raised.

4. Melbourne Airport updates

4.1 Operations, Edward Martin

- Record for international arrivals with 1.2 million through the terminals.
- 3.3 million through the terminals in January which is the third busiest month on record.
- Finnair has announced a daily service to Melbourne commencing in October.
- Delta Airlines have indicated they will begin a daily service later this year in December.
- Demand remains very strong and international passenger numbers continue to break records.
- Canada and Malaysia move into the open skies arrangement this year. This means no restriction on the number of movements in and out of the country. This takes us from seven to nine open skies agreements.
- Aviation Consumer Protection Framework – this involves legislation the Minister intends to introduce to Parliament. It will help define the relationship and responsibilities the airport and airlines have with the passenger.
- Current Senate Inquiry into the state of Australia's aviation sector – this is focusing on rural, regional and remote air services. Launceston Airport will be appearing next Monday.

Q: Is Melbourne Airport making an appearance or submission at the inquiry?

A: We are supporting Launceston Airport, but Melbourne Airport have not been asked to make a submission.

- Productivity Commission inquiry into determinants of regional airfares is underway.
- State Budget is coming in May and Melbourne Airport is finalising its submission to the Treasurer. We are seeking an aviation attraction partnership in recognition of pent-up demand. We are also advocating for enhanced compliance on touting.
- Touting behaviour stills exists today and the airport is seeking more officers to stamp out behaviour.

- Improved public transport – for example, the 901 bus service to extend to Sunbury and the 902 via the Airport to Airport West.
- Melbourne Airport Assist program caters for those with accessibility needs and takes them from kerbside to gate. More than 15,000 people use the service. Elaine noted she used the service and they were very caring and polite. Travellers Aid run the service.
- The airport signed a Memorandum of Understanding (MOU) with the State and Federal Government on airport rail. Merren McArthur from Darwin Airport is the independent Chair of the Steering Committee. It is progressing well and if we hear anything further, we will update CACG in May.

4.2 Community, Simone Bellears

- We have a commitment to be in community every four to six weeks.
- Sunbury Rd works are progressing well. There have been night closures over the last week and there are further night closures on February 23-24.
- Feedback from community is that it is no different to what they were experiencing prior to roadworks as it is a congested road.
- We have had some challenges in Bulla regarding water supply which we were able to act on.
- Engagement tools – we have several tools, but we are always open to any suggestions.
- We plan to meet with the communications and engagement teams at each of our local Councils.
- We have been to quite a few community pop ups with our new trailer. We will be at Harrick's Cottage and Police Hut Open Day, Yarraville Festival and Keilor Sports Club for their Anzac Day game.
- We were recently at the Lunar New Year Festivals in Sunshine and St Albans. We had an interpreter on site at both events and they were fantastic. They proactively share information and stand alongside us at the pop up. We also have our Community Giving Fund with \$4000 grants for community organisations. Monika will also come to a future CACG meeting to provide an update on community partnerships.
- We have four noise monitors located in Keilor, Diggers Rest, Newport and St Albans. Reports are available on our website.
- We are working on improving the guidelines to select noise monitor locations. In an effort to be transparent we have worked with our noise monitor provider Casper to develop an internal process.
- The locations of the current four monitors were carefully selected.

Q: Is there a possibility that the four monitors will be increased?

A: There may be new locations considered for noise monitors after the upcoming work on air space design work as part of the Noise Sharing Plan. Elaine noted her surprise there is not a noise monitor in the north-east. She was recently in Bundoora and had to stop her presentation to a Rotary club, in the morning, given aircraft noise.

Q: When providing information for Facebook posts on community pages is the information written or links?

A: We provide written information for community conduits to share. We don't enter into conversations via social media.

- There are also Tullamarine Freeway closures tonight and tomorrow night as part of the Naarm Way project. These works are weather permitting.

4.3 Noise Amelioration Plan and Program, Laura Brannigan

- The plan for producing the Noise Amelioration Plan is going well.
- We concluded our first round of public consultation in December.
- The first working draft of the Noise Amelioration Plan is published. This has been briefed to the Department as well as our internal executive team.
- We are good to go to the next phase for public consultation. This will occur from March to May. The consultation area is the same as last time and we are focusing on the communities with eligibility. This includes some suburbs in Hume and Brimbank.
- For consultation, we will have sections of the draft plan to discuss with the community and opportunities for them to influence what's in there. We are looking for conversations with people we will have long relationships with.
- We remain on track to submit to the Minister in mid-2026. There is no statutory timeframe for the Minister to consider the plan.
- We will ensure CACG is aware of the consultation in the community and also look to share materials with you. May is not too late to give feedback if you'd like to wait for the next CACG meeting.
- The plan has twelve chapters: there are chapters about communication and ongoing reporting. We have reproduced the Minister's condition in a checklist and gone further in terms of working with the community.
- The Australian Noise Exposure Forecast (ANEF) will define the boundary for this project.
- We have reached 430 people in the area we expect to be eligible. There are hundreds more homes we want to reach. We would like to ensure everyone in the eligibility area is aware of the project.
- We had over 93 individuals and couples come speak to us at drop ins in Keilor and Bulla. We will have seven drop ins in the next round. We plan to do three webinars, and information will be made available via the Major Projects Hub and shared with CACG members to promote through their community networks, where relevant.
- Keilor Primary School – we have tried several different ways to get in touch with the community at the school, including the school council and principal, people who gave us submissions in 2022, and we have offered to be available at events.
- Fonda suggested he has some ideas to reach the local school community and will assist Laura.
- The Victorian Schools Building Authority shared a proposal last October. We have commissioned a range of technical reviews of that, and we expect to be back in active discussions with them quite shortly.

4.4 Terminal Update, Bree Tanner

- Purpose of the presentation today is to provide a high level overview of where we're heading in the next 10-20 years from a terminal perspective.
- We plan infrastructure on a 20-year horizon. There is a plan on how we see the airport growing and we base this on metrics. We forecast a tripling of international passengers, and this underpins the trajectory of Melbourne Airport.

Q: The international increase is enormous and I'm wondering where they are coming from?

A: We have seen a strong recovery post Covid. Melbourne Airport was the first in the country to reach pre pandemic levels. In December we brought on four new airlines. Travel is directly linked to people visiting family and relatives in Melbourne and given the multicultural mix in Victoria we see

this growing. What underpins this growth is a new generation of fleet. Aircraft types are helping us unlock markets we haven't seen previously. International passengers will take up a larger share of the growth than we have seen previously.

- Southeast Asia has seen a lot of growth, as well as Japan.
- The new international terminal build will happen over the next ten years.
- International terminal expansion will include:
 - New pick up and drop off to remove the traffic and mode share
 - New pick up and drop off located in the T123 carpark. This enables us to bring out the front of the building to enable the expansion at both departures and arrivals.
 - A new check in hall and experience. We will see a lot more self-service as more jurisdictions start to digitise their passport requirements and biometrics.
- We are quite congested in the arrivals hall at baggage reclaim, border security and quarantine.
- Works, planning and design for those projects are currently underway.
- We are commissioning a brand-new baggage system. This is a world class system that will help us facilitate early check in. This allows for a more seamless experience.
- We will complete a full redevelopment of our offering post security and immigration. This includes an expanded footprint, new retail and five additional wide body stands. We will lengthen the end of our international pier to help capacity and growth. This will set us up for the next ten years to support demand.
- Complexity is delivering all of this in a live operating environment. The staging and delivery of the program will be worked through in the next two years.

Q: How does this fit in with airport rail? Does it anticipate airport rail?

A: We do look at how we safeguard for the next stage of development. Design of the terminal and different projects consider the current location and scope of the rail project.

Q: Where is the airport sourcing water?

A: Taken on notice so we can provide a detailed response. The team working on this is our engineering and asset management team. We are almost doubling the footprint of our international terminal, and many things will need to be considered.

- Elaine noted concerns about water in Bulla and Sunbury. Kim suggested potential agenda item on sustainability at the next meeting including wastewater and flood water.

Q: There was a shortage of travelators in T4 when it first opened. Will there be travelators at the beginning in T2?

A: Travelator requirements are considered as part of the design phases of each project development. Given the early stages of design for these projects (i.e. concept design) – we are unable to comment on if and where travelators may be required. However, I can confirm that the requirement for travelators has been included in the design brief where walking distances between central dwell/processing points are considerable.

Q: The huge increase in passengers will put enormous pressure on road capacity and the rail link is even more important. Are you working with the government?

A: The elevated roads or Naarm Way project is intended to remove some of that. Part of the rail modelling looks at the exact solution to facilitate passengers into the terminal. The elevated roads

project was designed in consultation with the State. If we create friction during our drop off process it then spills onto surrounding roads, the more we can facilitate this the more it aids the capacity. Taken on notice for next time as to how all projects fit together.

Q: Given the queues and congestion in terminals, is there a plan for better facilitation for people who need support?

A: We are looking at how everybody accesses all parts of the airport equally. There are challenges to address all the current pain points, and we need to work out different ways through technology and changes in process to facilitate growth. There will be more check in counters and security processing lanes. We are looking at redesign to ensure we provide accessibility universally.

- We want the arrivals process and technology to look better than it did before and will apply lessons learnt. Airlines hold us to account on this front, and we are all working together to deliver the best outcome which enables more capacity.
- Request for information on the Sunflower accessibility program at the next CACG meeting and how people needing support are considered in planning in these environments.

4.5 Planning and Master Plan, Rosie Offord

- We had a lot of stakeholder engagement on the Noise Sharing Plan and Noise Amelioration Plan at the end of last year.
- We are in a relative pause for engagement as we gear up for a significant engagement piece during public exhibition in August this year. We will engage on Master Plan 2027, the Eastern Extension Project and the Noise Sharing Plan.
- The Community Health Study Terms of Reference has been submitted to Minister King for approval.
- The Northern Access Road works are progressing well, and the construction team is working with bidders for third runway main works. They are going through an extensive Early Contractor Involvement (ECI) phase to scope out, plan and cost the main part of the project works. This helps us have confidence when awarding the tender to the successful bidder.
- Eastern Extension Project, Noise Sharing Plan and construction have commitments and conditions attached.
- Runway 09/27 is being closed overnight periodically for the next six months due to maintenance works. This includes resurfacing the centre part of the runway (not the parts that are impacted by the third runway). The works also include upgrading the lighting, line marking and grooving which gives the runway the friction it needs in all-weather events.
- Works will continue until mid-year.
- Naarm Way Stage 2 Project Update – nearing completion. Changing the way motor vehicles arrive and depart the precinct. We remain on schedule to open in third quarter 2026.
- We are working to make people as aware as possible – biggest change to access since the airport opened and it is expected to be a real challenge.
- There will be closures of the Tullamarine Freeway this week – tonight and tomorrow (dependent on weather) from 10pm-5am. Alternative routes are in place and travellers will need to allow for additional travel time.

Q: Is there reduced carparking?

A: Yes, we are removing two floors for the new pick up and drop off in the T123 carpark.

Q: What percentage?

A: Taken on notice to confirm the exact number.

Q: So, it is a new constraint?

A: It is a constraint in terms of parking proximity to the airport.

- Planning matters: 1 April is a big date for sunseting regulations including the protection of airspace regulation – already alerted the Planning Coordination Forum (PCF).
- They're not changes in how the airspace is protected – it is more about communicating changes to airspace.
- It is a requirement for all federally leased airports to update their Master Plan every five years.
- The current Master Plan is Master Plan 2022, and we are working on Master Plan 2027 (MP27).
- MP27 will be the seventh Master Plan – requirements are set out in the Airports Act and the White Paper. Both have been taken into account.
- MP27 will include the Eastern Extension Project in the five-year development plan.
- Includes general development objectives, noting the update from Bree on terminal expansion. This also includes land-use plans and how we will meet forecast demand.
- A new ANEF means a new set of noise contours.
- White Paper themes include climate change resilience, decarbonisation, and accessibility access which will be addressed.
- The appropriateness of community consultation and access to the airport site for general aviation. It was noted that there is not much general aviation at Melbourne Airport.
- There has been significant engagement with general aviation users at Essendon Airport and Moorabbin Airport because when our airspace changes that impacts others.
- Also, in response to one of the items from last CACG about how we addressed workers safety after the runway incident (aircraft close to vehicles/staff).
- Two direct APAM employees and contractors on-site and impacted directly. APAM is responsible for our workers but also followed up with the contractor.
- Supporting their recovery and health – they have access to our Employee Assistance Program (EAP), counselling was offered and taken, and there was a staged return to work to allow staff impacted to come back to work in their own time and recover from the incident.
- The APAM team went above and beyond in making sure the contractor staff had the same options as APAM staff.

Q: How many workers were affected?

A: This was taken on notice, and it has since been confirmed that across the two incidents, one worker was directly impacted (i.e. under the aircraft). This was an APAM team member. Other workers were indirectly impacted (nearby but not underneath). It is estimated in the range 15-20 employees indirectly impacted for each incident.

Q: Planning process?

A: They are covered in the Master Plan and Major Development Plans will be developed where required. There will be a Major Development Plan for the Satellite Project and Delta expansion.

5. Guest presentations

5.1 Noise Sharing Plan, Matt Thomas (Trax)

- Trax is leading the work on the Noise Sharing Plan in tandem with GHD.
- Today is to go through Phase One engagement that occurred at the end of 2025 and ensure CACG is across key themes including the outcomes of engagement with community, industry and airlines.
- Completed first phase of engagement in December 2025 although some industry engagement is ongoing with small airports in the north (privately owned strips).
- We are now in the next phase of design which includes what we can do for community and how the noise sharing principles operate.
- Further consultation on the Noise Sharing Plan will occur between July and September 2026. Early 2027 is the aim for submission of the draft Noise Sharing Plan to the Minister.

Q: You haven't really covered the Footscray community in the first round of engagement.

A: For the next round of engagement, we will consider this location.

Q: Not aware that Noise Sharing Plan consultation has happened in Macedon Ranges.

A: We went to Gisborne but not a lot of interest. We were located next to the library. Happy to take feedback on locations. Simone noted that this is why we are keen to come around to the Councils.

- A focus area of the next consultation round will be Romsey, directly north of the airport precinct.
- 574 respondents as part of the survey – 60 plus per cent have some awareness of the Noise Sharing Plan, with 22 per cent having full awareness.
- Total number of unique visitors to the website: 13,887. The number one preference is alternating daytime respite periods.

Q: How did people learn about the survey?

A: The material was hosted on the Melbourne Airport Major Projects Hub and distributed in print, digital media and social media.

Q: So, you had to already be engaged? Kim commented concern on the level of awareness being so low, given people already engaged with the airport, if they are accessing the information via the Major Projects Hub.

A: Simone noted we discussed the balance in independence of the process, with the need to ensure community understood this was a Melbourne Airport third runway project, rather than branding the project under Trax and GHD as two obscure names for community members. It was more about putting the Melbourne Airport brand behind the consultation. The 574 would represent people who haven't engaged until now, but we can clarify.

- Webinars will be a focus in the next round.
- What we heard:
- 514 respondents want information on noise impacts – e.g., what height, decibels when the runway opens, and likely usage of the flight path. That will be fed into the content produced for next round of engagement.
- 384 respondents want information on runway modes and flight paths. Runway modes are difficult to understand – takes about ten minutes to explain in person.
- 364 respondents wanted to see the community feedback summaries.
- Area of interest was noise sharing priorities: alternating between runways to share noise across different communities [see slide 14].

- Key themes included aircraft noise – majority of people prefer respite at night due to disruption to sleep, quality of life and operating noise.
- Elaine raised concerns about emissions and fuel smell. Matt noted fuel smell was outside of the scope of the Noise Sharing Plan. Emissions are considered as part of our flight path design process.
- Curfew came up but it was made clear that this was not within the scope of the consultation.
- Key theme flight path location – why a flight path is where it is. We're working to give community more understanding about why flight paths are where they are and how those decisions are made.
- Greater transparency and flexibility in the decision-making process – who is making the decision and under what governance process – who has the final say?
- Why can't more aircraft take off to the north where there is less density? Note operational requirements, e.g., wind conditions. Aircraft need to take off into the wind.
- Industry engagement – inability of general aviation to operate in controlled airspace. Moorabbin is Australia's biggest general aviation airport, training schools and so on.
- Industry raised importance of advanced air mobility – use of drones as technology develops. Industry also raised operational efficiency and training.
- Measurement against engagement objectives – awareness has increased over time and there has been no overly negative sentiment to date. Another survey will be done.
- The next phase of consultation – feedback welcome on modes, location, frequency. Possible out-of-session CACG. GHD happy to amend locations.
- There will be a significant update to the noise tool based on feedback that it was hard to use. Aim is to improve the user experience – should go to the direct individual impact, and it will include a downloadable PDF report.

Q: Will you tell us when it is updated?

A: Yes.

- The Chair noted that there were no questions from CACG members and queried whether members were in a position to understand what to ask. Out of the Trax update, the Chair asked who understands the impact of lowering the controlled airspace on general aviation?
- This relates to emissions also, because light aircraft, often with less modern fuel systems, are likely to be flying lower. This is coming from Kim's experience with the Brisbane group. Nothing makes people more outraged than not understanding what has happened. For example, who understands RNP-AR? Required Navigation Performance – Authorisation Required (RNP-AR) has the effect of minimising what you would call casual noise sharing – the variations that occur when a pilot is following a track are markedly decreased when tracking is automated. In Brisbane, as more aircraft are flying RNP-AR, noise complaints are increasing.
- The Chair noted one of the things she is trying to do in Brisbane is to have a technical resource to help community members ask questions. The CACG needs to be able to recognise all the things that could create issues in the community. CACG is more than just about listening to presentations.

Q: Can we be confident that we are not setting expectations that affected properties will have some panacea delivered over their rooftop? Asking if we are talking about noise sharing: how real is it?

A: Noted this is a good question. Having three runways enables you to share noise. Weather data is based on the previous ten years, so it is a good guide. Realistically we need to talk about the flight path rather than its intended use.

- Kim noted the noise sharing plan is happening because there will be more flights, so it's not about relief based on current flight numbers.

Q: How is the noise distribution managed when it does come into play? Will it be required that there will be reporting, for example, this is how the distribution has been delivered over the last number of months?

A: Airservices is required to report on compliance with noise abatement procedures. It definitely will happen. Kim noted there are no penalties for non-compliance.

Q: In the past there has been a tendency to try to oversimplify things. e.g., description to Councillors that airport is like a "road in the sky." Liz sees the same thing with curfew-free status and said the airport should talk to the economic benefits and why Sydney has just spent billions trying to get something we already have. We should be touting the benefits of the airport precinct.

A: Matt noted this is not in his remit. Shantelle noted we always answer community questions about curfew with information on why our curfew free status is important for jobs and the economy, as well as noting the decision to impose curfews rests with the Federal Government.

- Lydia asked how to go back to Council and make sure the community knows what to ask for and be concerned about. Lydia would like CACG to work with Matt and his team.
- Draws into one of the themes for the next round of engagement. What the community needs to be concerned about the use of the flight paths. Use the noise tool to look at changes to flight paths or new noise paths.
- Kim noted it might be worth having a conversation offline. We need to look at the worst possible thing that could happen, and work back from it.
- Joanna noted planning at the state level does that catastrophising by protecting across a greater area than is strictly needed. There's a reason for the clunky noise tools.

5.2 Airservices Australia update, Timothy Gill

- 45 complaints between November 2025-January 2026.
- There were 231 contacts with 21 new complainants across Albion, Keilor and suburbs where a single complaint was recorded.
- There were a few complaints on runway closures.
- Kim noted it is timely to look at flight path design and how it works.

Q: Why can't we get the best/quietest planes given there is no curfew at Melbourne. These better performing aircraft could operate at night?

A: Airservices don't determine planes airlines buy or use in Australia. This is a great question for the whole of the industry.

Q: Do Melbourne Airport receive information on the calibre of aircraft fleet? Can this be considered and monitored to see an improvement?

A: Ed noted we are an end of the line destination, but we can provide more information on fleet. Laura noted Australia does enjoy one of the world's most modern and quietest fleet given our location. This was confirmed in Laura's research as part of the Noise Amelioration Plan.

Q: Do Airservices close the loop e.g. with the complainant in Tarneit?

A: The team prepares a comprehensive response to the initial enquiry. The second time someone complains we look for new information for us to respond to. We mark each time someone complains and note it. This process is based on lessons from Europe and the first Noise Ombudsman giving advice. We come back to CACG and publish on Airservices Aircraft in your Neighbourhood to close the loop.

Q: Was there any resistance from the Melbourne community to noise sharing?

A: People engaged with material and noticed there was a flight path over their house. Awareness focused on flight paths rather than noise sharing.

Q: What percentage of complaints are resolved to complainants' satisfaction?

A: It is subjective and up to the complainant to determine.

6. Other items

Round the room

- Petrus: in Moonee Valley noise is always a question.
- Steve: working through an issue about land use in Diggers Rest. The owner requested removal of a restriction related to the previous Melbourne Airport Environs Overlay (MAEO) which covered most of the land, because the current overlay doesn't. Melton Council advertised the 173-agreement removal and received 16 objections. They are waiting for the appeal period to end.
- Eunice: interested in the ANEF and contours which will inform the planning scheme.
- Liz: asked about the potential impacts of Western Sydney Airport on Melbourne Airport. To be discussed at the next meeting.
- Joanna: noted there are 22 MAEO contours in the airport's 2027 Master Plan. The timing on an update of overlay is a matter for the State government. Joanna's team introduced legislation to Parliament on climate change as an objective of planning which was passed.
- Veronica: requested a copy of the last online Noise Sharing Plan survey. Matt to provide.
- Emma: requested comparison between noise and environmental legislation from Western Sydney and Melbourne's third runway. The airport noted this has been shared by the Federal Government and they will reshare with the group. Emma also noted concern regarding consultation fatigue in the airport's local communities.
- Fonda: The community is not interested in detailed technical information, they just want to see information presented in a way that better explains noise impacts. Fonda questioned how we inform them that it will be noisier.
- Elaine: Sunbury residents are concerned about the proposed incinerator and how it may impact aircraft movements. Laura noted this is not physically an issue for flight paths and that we are aware of Sunbury resident's concern. We have looked at the plume for safety and won't directly engage on this as this stage.
- Kim requested more information on airport rail, as well as how to better engage and how community know what to ask about noise be covered next time.

7. Close

The meeting was closed at the Holiday Inn at 1:02pm.

Next meeting is scheduled for 19 May 2026.

Summary of new actions

New Actions

Action item no.	Date	Action requested	Responsible person	Deadline	Closed, or action taken if different to the request
1	17/02/2026	Update on sustainability overall, including water sourcing, usage and flood management.	Enviro or engineering/asset management team	August CACG	
2	17/02/2026	Further information on how all projects (rail, terminal expansion, roads) all fit together.	Ed	May CACG	
3	17/02/2026	Information on the Sunflower accessibility program and how people needing support are considered in planning.	Wendi	May CACG	
4	17/02/2026	What percentage of carparking will be lost as a result of the Naarm Way project?	Rosie	May CACG	
5	17/02/2026	Are the 574 people engaged as part of the Noise Sharing Plan consultation newly engaged people or were they previously engaged?	Matt/GHD	Prior to May CACG	
6	17/02/2026	Information on fleet in Melbourne – how modern and quiet is the fleet?	Ed	May CACG	
7	17/02/2026	Impacts of Western Sydney Airport on Melbourne Airport to	Ed	May CACG	

Action item no.	Date	Action requested	Responsible person	Deadline	Closed, or action taken if different to the request
		be discussed at the next meeting.			
8	17/02/2026	Veronica requested a copy of the last online Noise Sharing Plan survey.	Matt	Prior to May CACG	Closed. Received in February
9	17/02/2026	Comparison of noise and environmental conditions for Western Sydney and Melbourne's third runway Approval.	Shantelle	Prior to May CACG	Previously shared by the Federal Government and APAM will reshare with the group.
10	18/11/25	Present Melbourne Airport Capital Plan	Rosie Offord	May CACG meeting	

Past Actions

Action item no.	Date	Action requested	Responsible person	Deadline	Closed, or action taken if different to the request
1	18/11/25	Question taken on notice - Provide update on worker support post-runway excursion.	Rosie Offord	CACG meeting, February 2026	Closed with additional information in the minutes
2	18/11/25	Share Draft Noise Amelioration plan outline	Laura Brannigan	CACG Meeting, February 2026	Closed with info presentation (further familiarisation of Plan as noted in minutes)
3.	18/11/25	Induction briefing for new CACG members	APAM engagement team and Airservices	Before February CACG Meeting	Closed

Action item no.	Date	Action requested	Responsible person	Deadline	Closed, or action taken if different to the request
4.	18/11/25	Email CACG members about updated CACG guidelines	Chair	ASAP	Closed
5.	18/11/25	Present results of Phase 1 Noise Sharing Plan consultation	GHD/ TRAX consulting	February 2026	Closed

MELBOURNE AIRPORT

Melbourne Airport

CACG Update

17 February 2026



Operations

Edward Martin

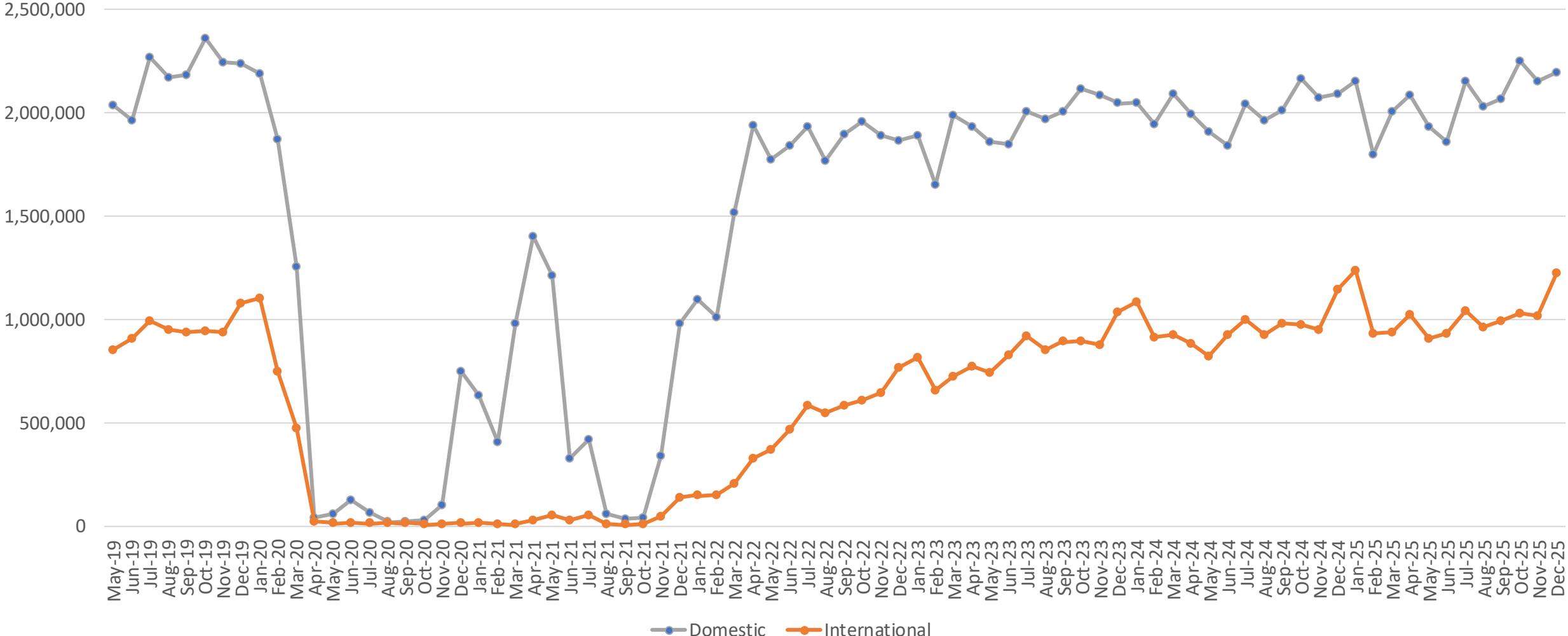
Head of Public Affairs

MELBOURNE AIRPORT



Airport Operations – Passenger Trends

Melbourne Airport Passenger Numbers



Other Updates



Finnair

- Finnair will commence services to Melbourne in October 2026.
- Daily flights from Helsinki to Melbourne via Bangkok on an Airbus A350 aircraft.



Indonesia AirAsia

- Indonesia AirAsia will launch daily services between Melbourne Airport and Bali.
- Services commence on the 21st of March using an Airbus A320 and adding an extra 130,000 seats annually.



Shenzhen Airlines

- Melbourne Airport is Shenzhen Airlines' first and only Australian destination.
- Direct flights between Shenzhen and Melbourne commenced on 23rd of December.
- The new service will operate three times a week using an Airbus A330-300 aircraft, adding more than 95,000 annual seats to Melbourne.

Policy Update

Aviation Consumer Protection Framework

- Government progressing a new aviation consumer protection framework, including an ombuds scheme and minimum standards for delays, cancellations and refunds following 2025 consultations.
- APAM supports strengthened consumer protections with clearer responsibility boundaries between airlines and airports, ensuring the framework is practical and proportionate

Senate inquiry into the state of Australia's aviation sector

- The inquiry is examining the aviation sector's ability to deliver reliable and affordable regional services, focusing on airfare cost drivers, airport cost disparities, regulatory cost recovery and sector competitiveness.

Productivity Commission inquiry into determinants of regional airfares

- Inquiry underway to assess factors influencing regional airfares, including competition and pricing practices—with initial submissions due March 2026 and a final report expected in 2027.



Community

Simone Bellears

Community Engagement Manager

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Preliminary Works engagement update

Sunbury Road night closures

In February, there will be some night road closures between 9pm and 5am. Sunbury Road between Wildwood and Oaklands roads will be closed, with a detour in place.

During works for the Northern Access Road, a number of community issues have been raised and resolved, thanks to strong established relationships with the engagement team and the Bulla residents and positive response from the contractors and the third runway project management team.



[Disruptions and Updates](#) | [Major Projects Hub](#) | [Melbourne Airport](#)

Engagement tools

Melbourne Airport has invested in a variety of tools and methods to support engagement activities with our neighbouring communities. We continue to investigate the latest technology and listen to our community partners, to address barriers to participation for CALD, First Nations and other groups. We encourage CACG to review and provide ongoing suggestions that represent their community needs.

INFORM	CONSULT	INVOLVE
Newsletter 1.2 million homes & electronic version Translated into 12 languages	Major Projects Hub www.melbourneairportprojectshub.com.au	Community drop-ins & pop-up events Including interpreters when required
Letters and notifications direct to homes (including door knocking)	Webinars	1:1 meetings
Social & traditional media channels	Surveys	Schools and careers program
Fact sheets	Dedicated phone line & email inboxes Newrunway@melair.com.au	Small group presentations & workshops
Videos and photography	Stakeholder database record of feedback and responses	Community partner events

Community pop ups

- **Since last CACG:**
 - Overnewton Castle Scottish Festival
 - Run2Cure
 - St Albans Lunar New Year
 - Sunshine Lunar New Year
- **Upcoming:**
 - Harricks Cottage and Police Hut Open Day – 14 March
 - Yarraville Festival – 22 March
 - Bulla CFA open day – 19 April
 - Keilor Sports Club Anzac Day – 25 April
 - Calabrian Club Italian Day – 31 May



www.melbourneairport.com.au/community

www.melbourneairportprojectshub.com.au/third-runway-project

Community Giving Fund

Walking 4 Football Victoria – Walking 4 Football 4 Health

Orygen- Orygen Assist Hubs – Supporting young people experiencing mental illness with local essentials

Women's Housing LTD. - St Albans Building
Community Garden Landscaping



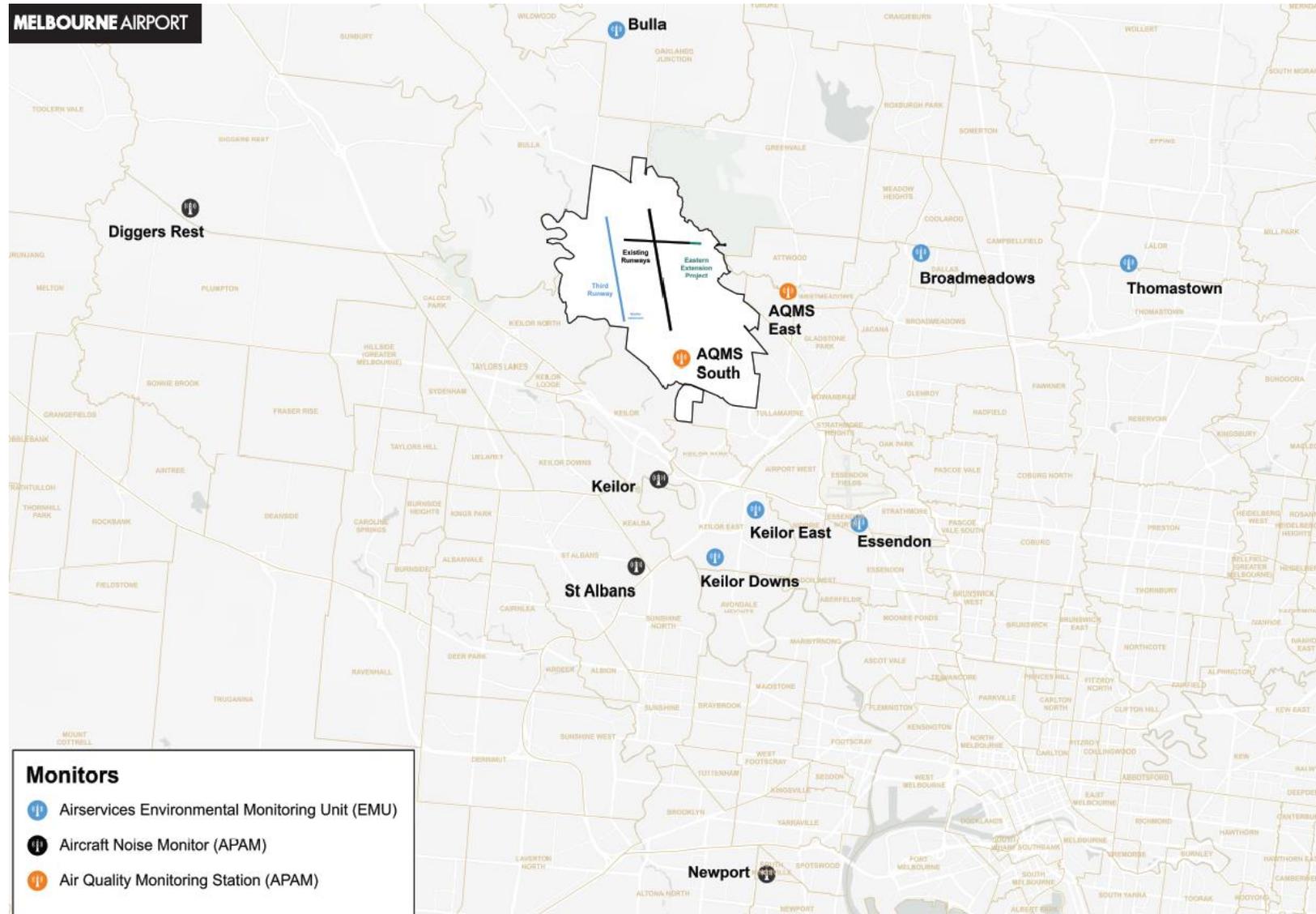
www.melbourneairport.com.au/community

www.melbourneairportprojectshub.com.au/third-runway-project

Noise Monitors

Locations

- We have four noise monitors located in:
 - Keilor
 - Diggers Rest
 - St Albans
 - Newport
- The latest report is now available on our website: [Noise contours and reports | Melbourne Airport](#)



Noise Monitors

- We are finalising an internal policy document to help review any proposals for noise monitors we receive from community members
- We have sought advice from Casper (noise monitor provider) and Airservices to inform our policy.
- We are considering the criteria opposite when reviewing community proposals

Proposal

- Review justification by community member

Existing Monitors

- Review proposal against existing monitor locations (Both APAM and Airservices)

Flight Paths

- Review proposal against current and future (M3R) flight paths

Commercial

- Review number of monitors and

Complainant data

- Review proposal against any trends in complainant data

Noise Amelioration Plan & Program

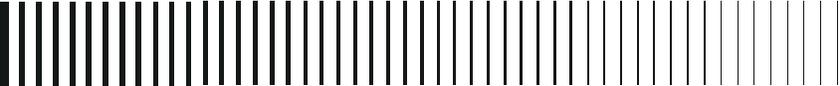
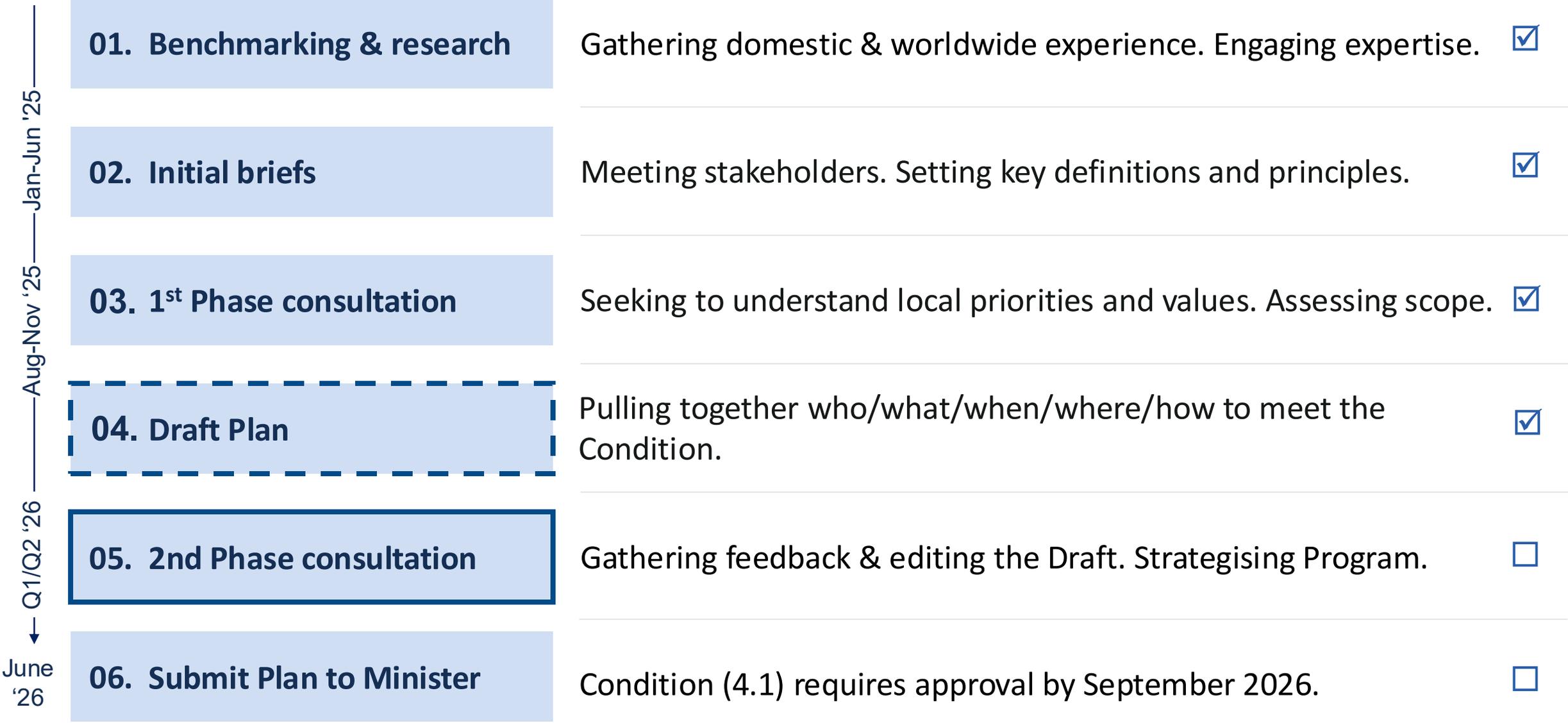
Laura Brannigan

Head of NAP&P

MELBOURNE AIRPORT



Noise Amelioration Plan – process & progress



Working Draft 'Plan' has been produced

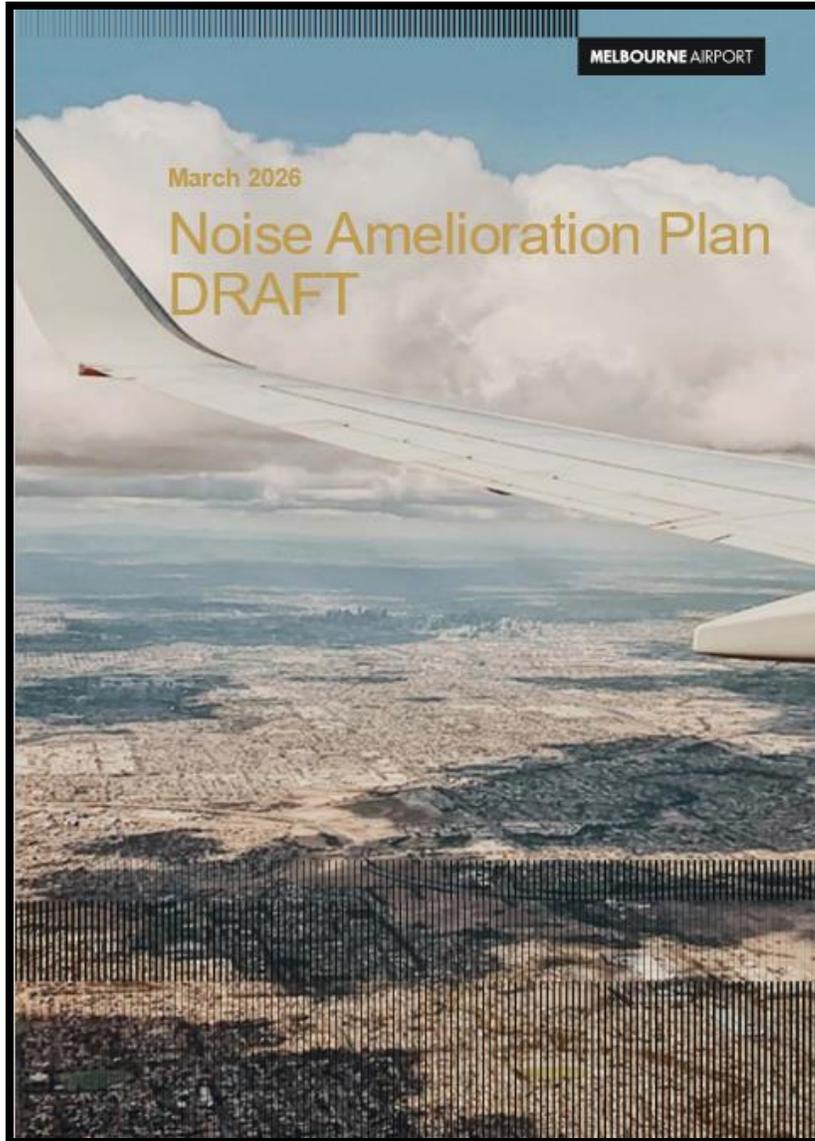
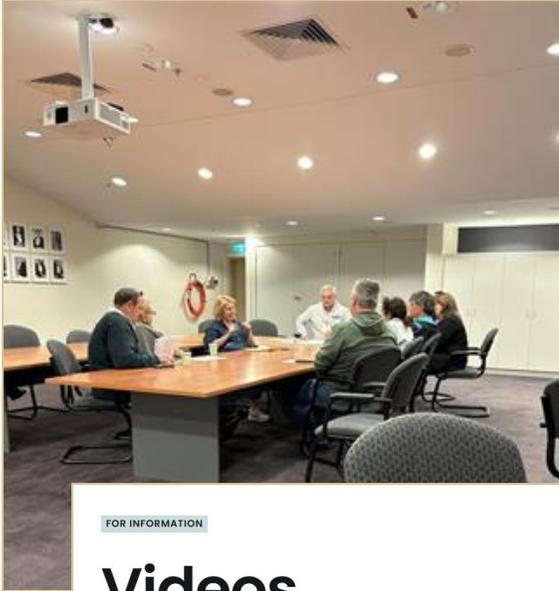


Table of Contents:

1. Core Principles
2. Stakeholders
3. Applicable Standards and Regulations
4. Eligibility Policies
5. AS2021:2015 Section 3 Principles and Methodology
6. Amelioration Treatments
7. Program Structure
8. Program Communications
9. Works Delivery
10. Governance
11. Procurement and Funding
12. Threshold Amount

Consultation Phase 2 March 16 – April 30



SHARING THE WORKING DRAFT PLAN FOR FEEDBACK

Consultation zone remains ~1,100 homes (we've actively reached 400+). We're focused on engaging the remainder – inc. sensitive facilities

7 drop-ins (Keilor Sports Club & Bulla Hall)

Online webinars (recorded and posted online)

More traditional and social media

Still trying to particularly reach Keilor Primary School community (suggestions welcomed!)

Commissioned a technical review of latest VSBA project scope (received October) for Keilor Primary School – being prioritised

FOR INFORMATION

Videos

GALLERY

Here you'll find our latest videos and webinars about the Noise Amelioration Plan and Program.

What is the Noise Amelioration Plan?

What's the difference between the Noise Amelioration Plan and Noise Sharing Plan?

Webinar: Noise Amelioration Plan and Program

THIRD RUNWAY
Noise Amelioration Plans
Reducing the impact of aircraft noise by upgrading homes and community buildings to home and business. For example, through better insulation or double glazing windows.

BUILDING YOUR AIRPORT

Research and information

The VSBA webpage has lots of information

- Home Insulation Plan (see above)
- Property Noise Checklist
- Link to Noise Data (see above)
- Link to VSBA website
- Link to VSBA website
- Link to VSBA website

Key Dates

- Oct 2024: VSBA website launch
- Mar 2025: Consultation begins
- 2026: Review & Update
- July 2026: An update for consultation by VSBA

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Planning, Master Plan

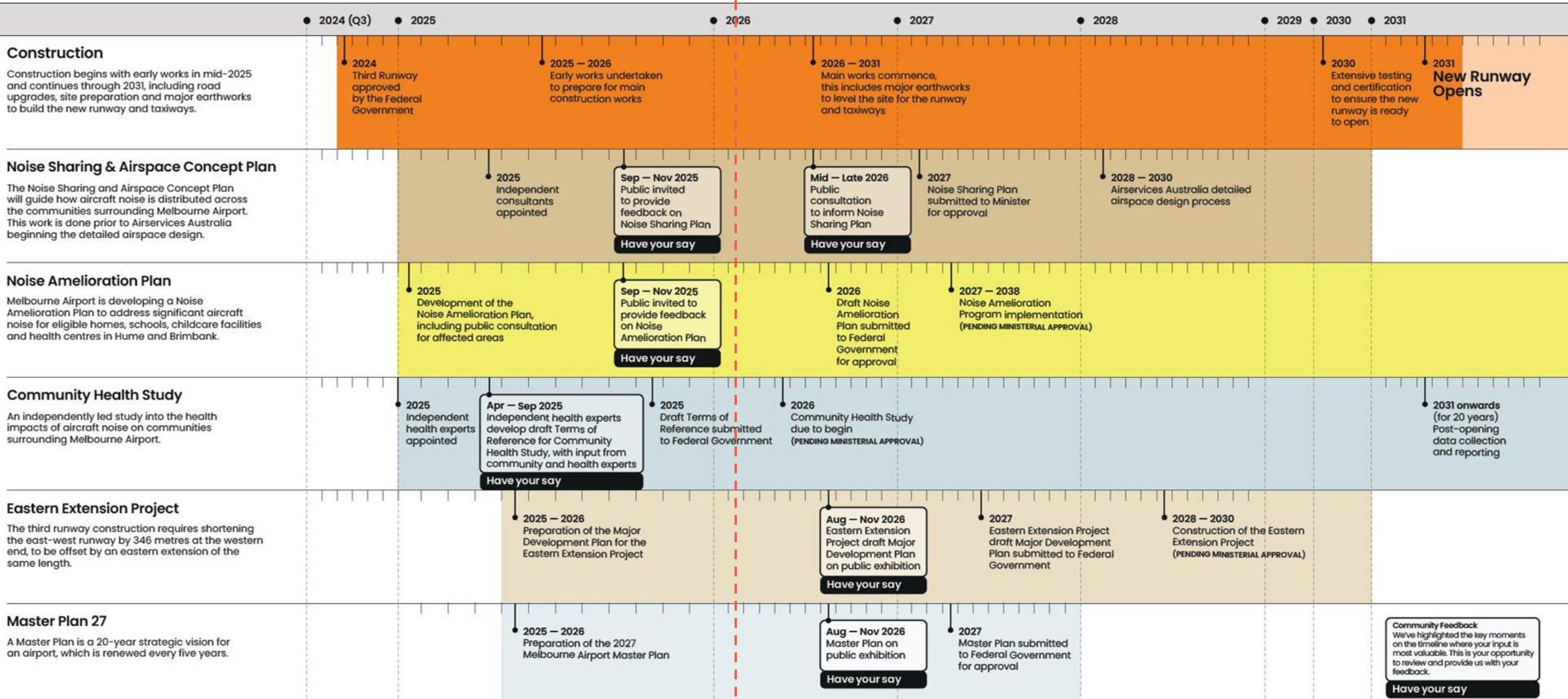
Rosie Offord

Head of Planning

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Context



Melbourne Airport's Third Runway – project and commitments update

 *Links to Project Conditions and Commitments Register noted where relevant*

 **Eastern Extension Project (EEP):** Design, airline engagement and Major Development Plan work is progressing.

 **Noise Sharing and Airspace Concept Plan (NSACP):** First phase community consultation completed last year. Engagement included community and industry.

 **Construction:** Early works Northern Access Route commenced, Preliminary Works commenced mid-August with cultural heritage salvage. Blasting trial successfully concluded.

Master Plan 2027: draft being finalised and public exhibition planned for August 2026.

Melbourne Airport's Third Runway – project and commitments update

 *Links to Project Conditions and the Commitments Register noted where relevant*

Environment:

- PFAS Management Framework approved.
- Main Works CEMP & EMP subplans development in progress – endorsed by IEA on 29/10/25, place holders identified for PFAS MP updates where required.
- Main Works CNMP in progress – endorsed by IEA on 29/10/25. M3R CHMP (covers majority of the M3R footprint & additional area for NAR) approved by Wurundjeri.

Community and stakeholder engagement:

Ongoing engagement on Preliminary Works, including Sunbury Road works. Further update provided in earlier section.

 **Health Study:** finalised draft ToR submitted for approval 22 January 2026.

 **Noise Amelioration Plan and Program:** update later in this presentation

Runway 09/27 closures for maintenance works

We're undertaking essential maintenance on our east-west runway to ensure it remains safe, reliable and ready to support aircraft movements for the next decade.

These overlay works started in January 2026 and run until June 2026 (subject to weather).

Works will occur overnight (like the 16/34 overlay) and during this time, flights will use the north-south runway, so communities to the north and south may notice additional aircraft noise at times.

Works include:

- 10,000 tonnes of new asphalt
- Fresh line marking and grooving
- Upgrades to aeronautical ground lighting



MDP updates

Naarm Way Stage 2

- Stage 2 progressing well – traffic disruptions around the airport for construction.
- In preparation for the new Pick Up and Drop Off zones, we need to close the Tullamarine Freeway to install overhead road signage.
- Information on traffic changes, dates, and detour maps can be found here: <https://www.melbourneairport.com.au/overnight-closures-on-tullamarine-freeway>.



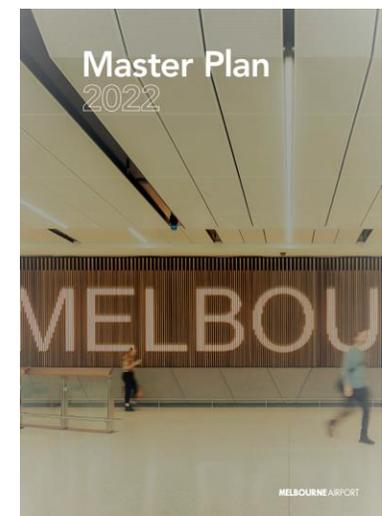
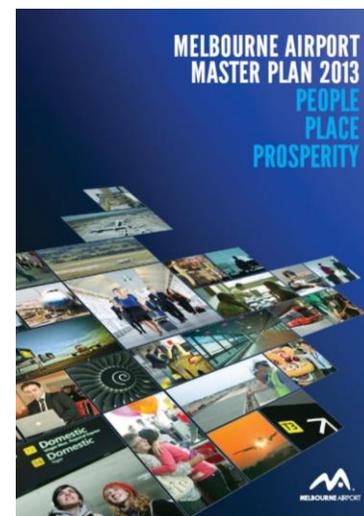
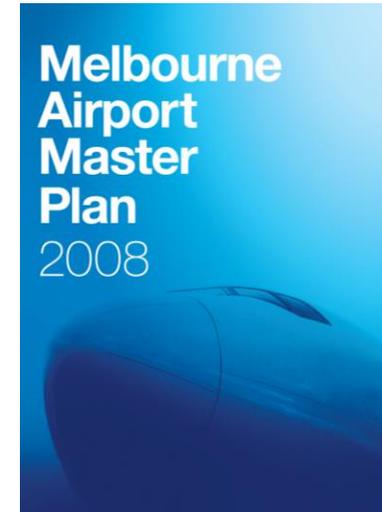
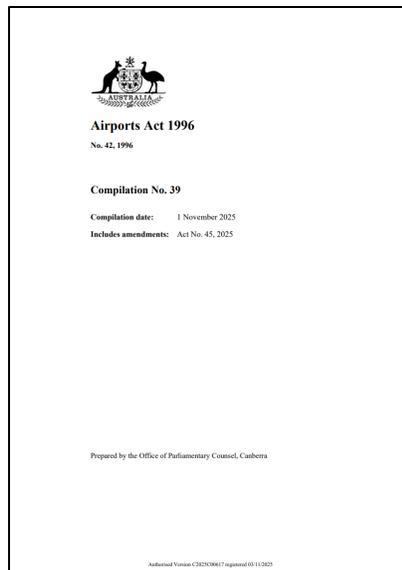
Planning matters

Federal aviation regulation sunseting

- A number of federal aviation regulations will sunset 1 April 2026.
- One of the most significant updates will be to the Protection of Airspace Regulation.

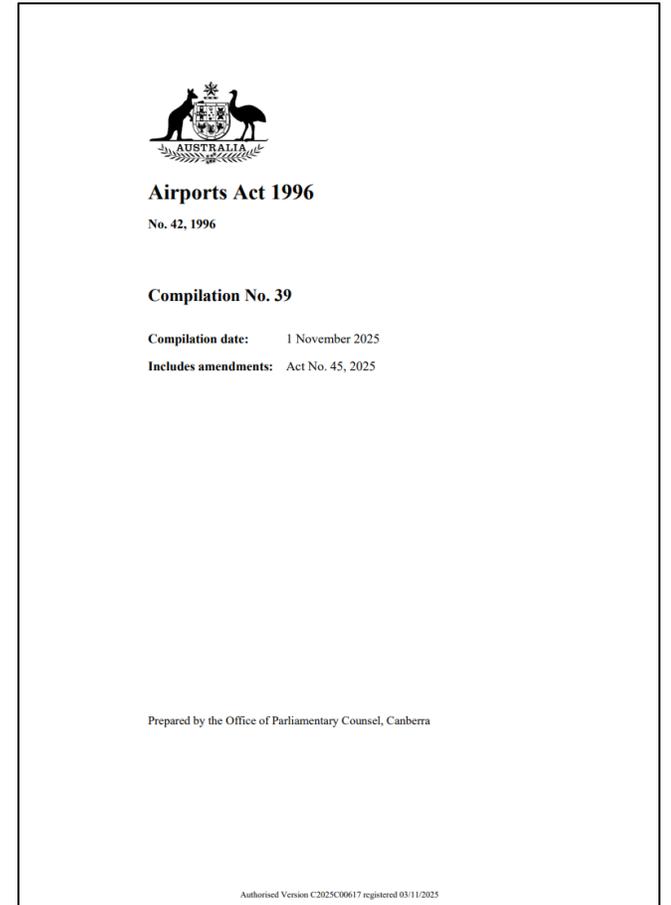
Master Plan 2027

- The *Airports Act 1996* requires APAM to prepare a new Master Plan every 5 years
- This will be the airport's 7th Master Plan
- Requirements of a Master Plan are outlined within the *Airports Act 1996* and within the Government's *Aviation White Paper*.



Master Plan 2027 – what will it include?

- The Eastern Extension Project (any MDP must be consistent with the approved Master Plan)
- Development objectives for the airport
- Airport forecasts (passengers, freight, aircraft movements, vehicles)
- Land use plans
- Plans to meet forecast demand (airside, terminal etc)
- New Australian Noise Exposure Forecast (ANEF)
- Ground Transport Plan
- Non-aviation plan
- Environmental Strategy



Aviation White Paper themes for consideration in Master Plans

- how development of the airport will address climate change resilience, decarbonisation and disability access (initiative 39)
- suitability of the airport's plans for noise mitigation, including the appropriateness of noise sharing arrangements (Initiative 39)
- appropriateness of the airport's community consultation (initiative 30 and 39)
- appropriate access to the airport site has been provided for General Aviation (initiative 30 and 39)



Terminal Update

Bree Tanner

Senior Manager Aviation Services

MELBOURNE AIRPORT



Fast Forward to the 2040's **Melbourne Airport**

	TODAY	2045	Δ
International pax P.A	9.3M	UP TO 35.4M	+280%
Domestic pax P.A	24.6M	UP TO 51.2M	+109%
Aircraft movements P.A	230,000	UP TO 485,000	+111%



3
Runways and
a Midfield



80+
Direct
Connections



50+
Airlines



13.4b
GSP*

*Gross State Product, 2023 EY estimates

2035
10 YEARS

A new world-class welcome
to Melbourne and Australia
“International Gateway”

International Terminal Expansion

2035
10 YEARS

Addressing

- Check-in
- Outbound baggage
- Security & emigration
- Departures seating & retail
- Contact stands



Outcomes

- Anytime check-in with modernised operations, supported by baggage
- Increased footprint and streamlined traveller journeys across all processors and dwell
- Integrated retail offer
- Additional contact stands
- Airline lounges





M3R Noise Sharing Plan – Phase 1 - Engagement Summary

→ CACG Meeting - 17 February 2026

Noise Sharing Plan timeline



Late 2025

Phase 1 – gather feedback on runway operating modes, flight paths and noise sharing

COMPLETE



July-Sep 2026

Phase 2 – engagement on the key components to draft Noise Sharing Plan and any design changes



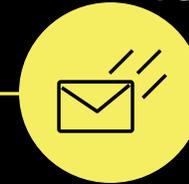
Early 2026

Review feedback and prepare key components to draft Noise Sharing Plan and Airspace Design

IN PROGRESS

Early 2027

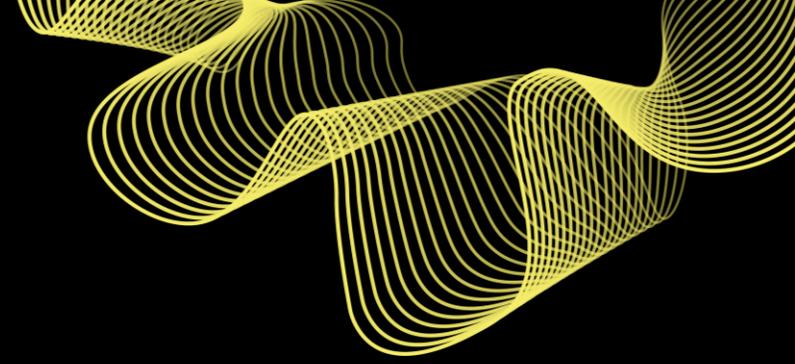
Draft Noise Sharing Plan is submitted for approval to the Federal Minister for Infrastructure, Transport, Regional Development and Local Government



Post approval of the Noise Sharing Plan

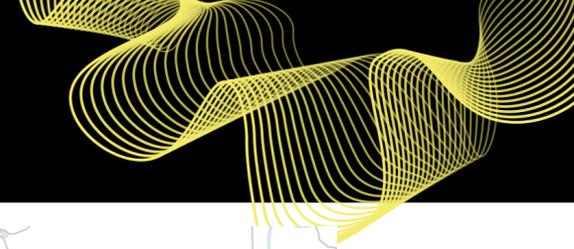
Airservices Australia will conduct detailed design, which involves safety assessments and operational validation on the flight paths.

Phase 1 Engagement Summary



- **Summary**
 - Engagement overview and locations
- **How we communicated with the community**
 - Print advertising
 - Digital advertising
 - Social media advertising
- **What we heard**
 - Community feedback
 - Industry feedback
 - Social listening
- **Evaluation**
 - Measurement against engagement objectives

Phase 1 Community Engagement Summary



ENGAGEMENT SNAPSHOT

Total sessions held



24

community sessions

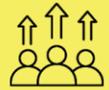
14

stakeholder sessions



551

Participants engaged



574

Noise Sharing Plan survey submissions

● **Community Drop-in Sessions**

● **Community Pop-up Sessions**

○ **Noise Amelioration Plan Sessions**

○ **Stakeholder Sessions**



Phase 1 Engagement Summary



NOISE SHARING PLAN SURVEY INSIGHTS



574

Respondents

Awareness of the project



The **Major Projects Hub** website recorded significant activity during the engagement period, including:



20,346

Total website visits



13,887

Unique visitors



The most preferred time for respondents to experience noise sharing was overnight – on both weekdays and weekends

01

PREFERENCE

Alternating daytime respite periods



02

PREFERENCE

Alternating days of respite



03

PREFERENCE

Alternating weeks of respite



277 Fact sheet downloads

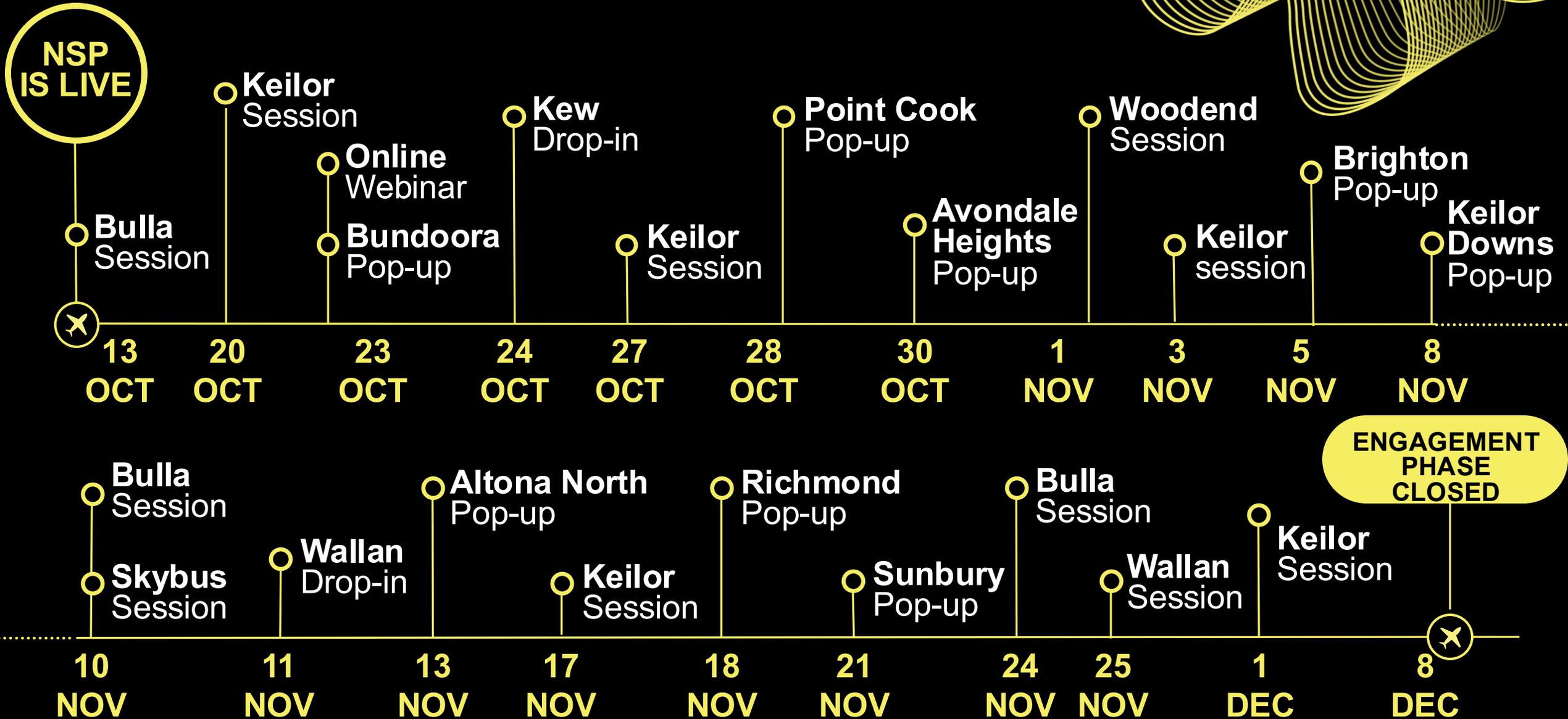


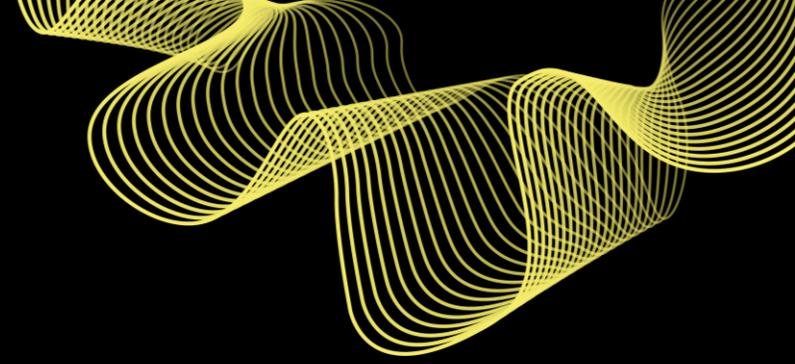
415 Video views



574 Survey completions

Phase 1 Community Engagement Summary





How we communicated with the community

Communication overview



Notifications
sent between
13 October 2025 -
8 December 2025

**Department
subscriber list** **>5,900**
PEOPLE

Notified of Noise Sharing
Plan engagement and survey.
.....
Notified for community
drop-in and pop-up sessions.

**Major Projects
subscriber list** **>163K**
PEOPLE

Notified for community drop-
in and pop-up sessions.
.....
Update with factsheets
and feedback surveys.

Federal MPs **21**

Notified by email Noise
Sharing Plan and upcoming
sessions.

**State MPs
and Councils** **53**

Notified at start of
engagement and offered
briefing.
.....
Informed of session dates
and locations.
.....
Newsletter content for
distribution to their networks.

**Webinar
attendees** **40**

A webinar recording and
Q&As were shared with
attendees of both webinars.

**Session
attendees** **~220**

Attendees of community
sessions who requested
updates were emailed
instructions on joining
the mailing list.

Print advertising



Print campaign

Melbourne Airport Noise Sharing Plan

Have your say on the Melbourne Airport Noise Sharing Plan

A Noise Sharing Plan is being developed to manage and distribute aircraft noise across communities when Melbourne Airport's third runway opens.

The Noise Sharing Plan aims to provide periods of respite from aircraft noise, balancing airport operations with community wellbeing.

How to provide feedback
The Melbourne Airport Noise Sharing Plan survey is now live. Scan the QR code to take the quick survey.

Why is your feedback important?
Your input will help shape how flight paths and runway use are planned, ensuring the Noise Sharing Plan reflects what matters most to the community.

Community feedback is vital to make sure the consultation process is transparent and incorporates local needs.

Meet the team
Visit one of our community drop-in sessions. Follow the QR code to our website for details about dates, times and locations.

MELBOURNE AIRPORT

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Community feedback is vital to make sure the consultation process is fair, transparent and incorporates local needs.

Meet the team
Visit one of our community drop-in sessions. Follow the QR code to our website for details about dates, times and locations.

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Melbourne Airport Noise Sharing Plan

The new third runway means flight paths will change

A Noise Sharing Plan is being developed

Learn more at a community session and complete our online survey

MELBOURNE AIRPORT

Print advertisements

Extensive print advertising ran in the following publications:

- The Age
- The Jewish News
- Local Star Weekly
- NW City



Digital campaign

GHD | **Trox**

**Have your say on the
Melbourne Airport
Noise Sharing Plan**

Find out more

MELBOURNE AIRPORT

Digital advertising

Ads were placed on the following platforms:

- the Star Weekly (13 October to 20 October)
- The Age (13 November to 6 December)
- News.com (18 November to 6 December).

Social media advertising



Social media campaign

Melbourne Airport Noise Sharing Plan

GHD | **Trox**

Have your say on the Melbourne Airport Noise Sharing Plan

Sharing aircraft noise across different areas to **give communities a break** from aircraft noise

Join us at a community session and complete the online survey

MELBOURNE AIRPORT

Melbourne Airport Sponsored

With the third runway on its way, a Noise Sharing Plan is being developed to help manage and distribute aircraft

Using different runway operating modes depending on weather conditions and flight demands

Have Your Say on... Learn more

Melbourne Airport Sponsored

With the third runway on its way, a Noise Sharing Plan is being developed to help manage and distribute aircraft

ਮੇਲਬੌਰਨ ਹਵਾਈ ਅੱਡੇ ਦੀ ਜਹਾਜ਼ਾਂ ਦੀ ਗੂੰਜ ਸਾਂਝੀ ਕਰਨ ਦੀ ਯੋਜਨਾ ਬਾਰੇ ਆਪਣੀ ਰਾਏ ਦਿਓ

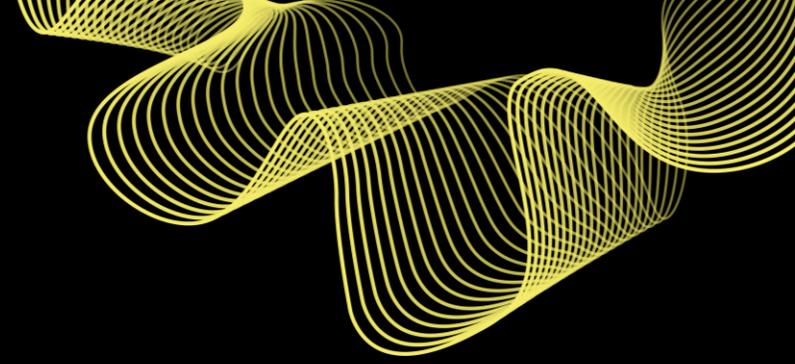
ਕਿਸੇ ਭਾਈਚਾਰਕ ਸੈਸ਼ਨ ਵਿੱਚ ਸਾਡੇ ਨਾਲ ਜੁੜੋ ਅਤੇ ਔਨਲਾਈਨ ਸਰਵੇਖਣ ਨੂੰ ਪੂਰਾ ਕਰੋ

Have Your Say on... Learn more

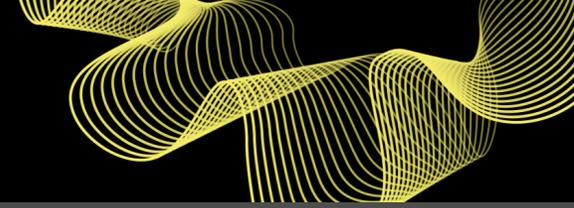
Social media campaign

A social media campaign displayed a range of creatives including statics, an animated video and a carousel.

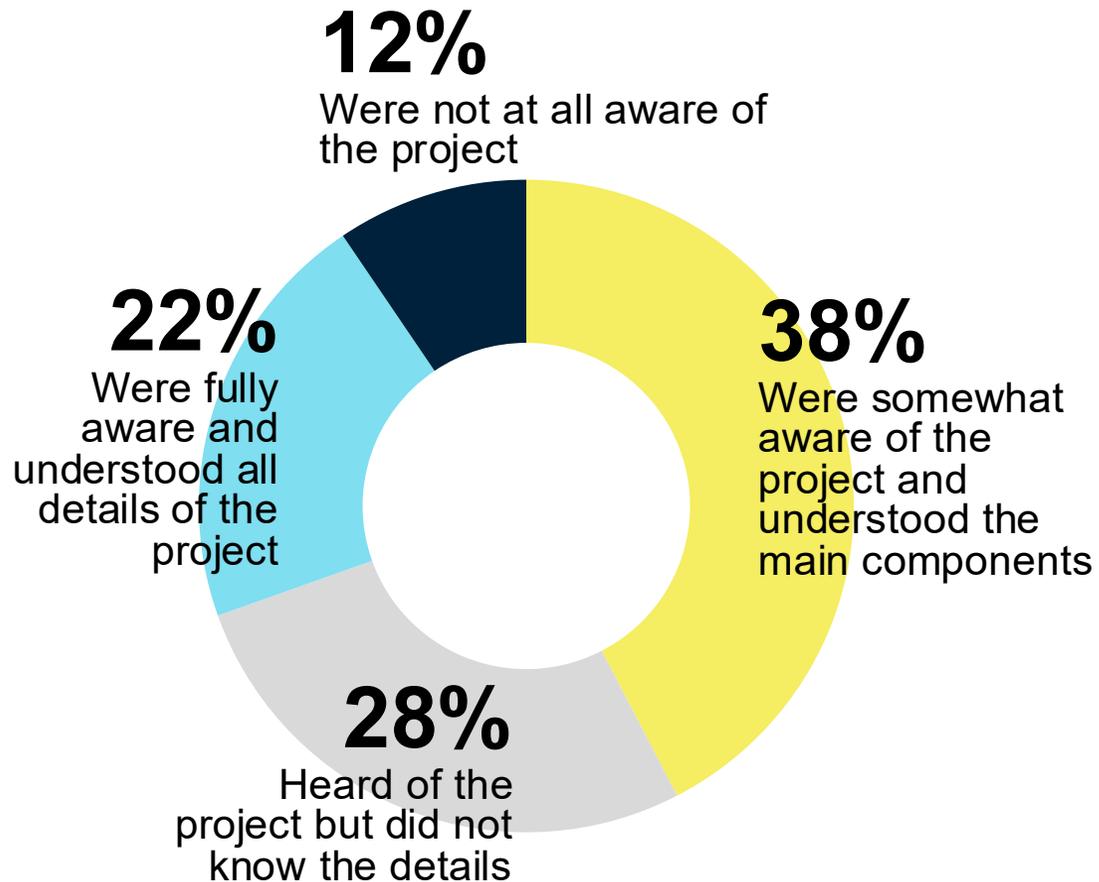
Social media also included translated materials, which resulted in the most number of people who clicked the ad to find out more (2,040 individuals).



What we heard



Summary



Information respondents would like to see in the draft Noise Sharing Plan:

514 respondents want information on Noise Impacts

384 respondents want information on runway modes and flight paths

364 respondents want to see community feedback summaries

346 respondents want information on future planning and proposals for the airport

261 respondents want information on forecast passenger growth and aircraft movements

Summary

574
NSP feedback surveys
were submitted, representing
102 different locations

53.4%
of respondents ranked *alternating daytime respite periods* as their most preferred option for respite.

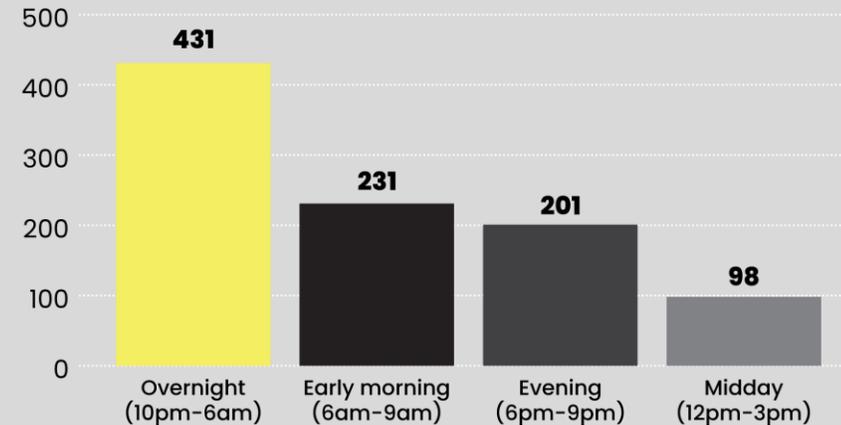
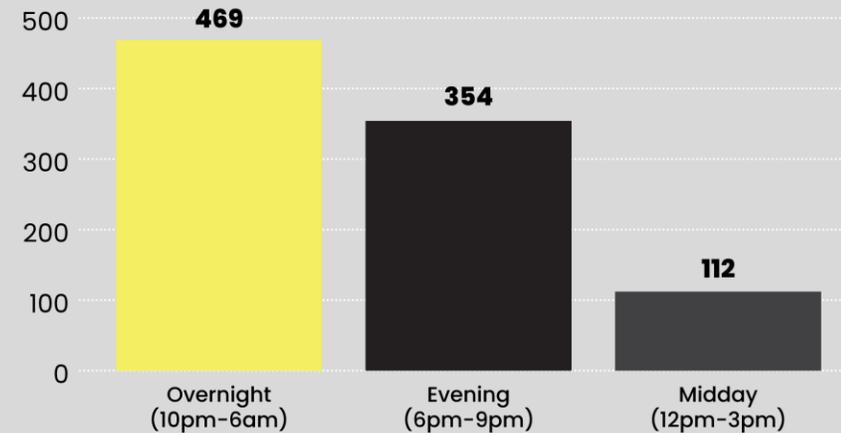
53.2%
of respondents ranked *alternating days of respite* as their second most preferred option for respite.

Top 3 Respondents' noise sharing plan priorities

1 Alternating between runways to share noise across different communities

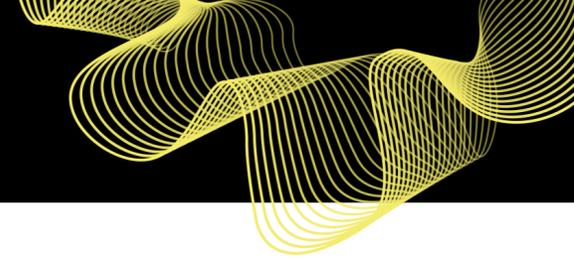
2 Demonstrating how community concerns are considered

3 Alignment with emissions reductions goals and ensuring operation efficiency



The most preferred time for noise respite is overnight (10pm-6am), achieving the top response rate for both weekdays (55.0%) and weekends (49.9%).

Community engagement summary



Key themes

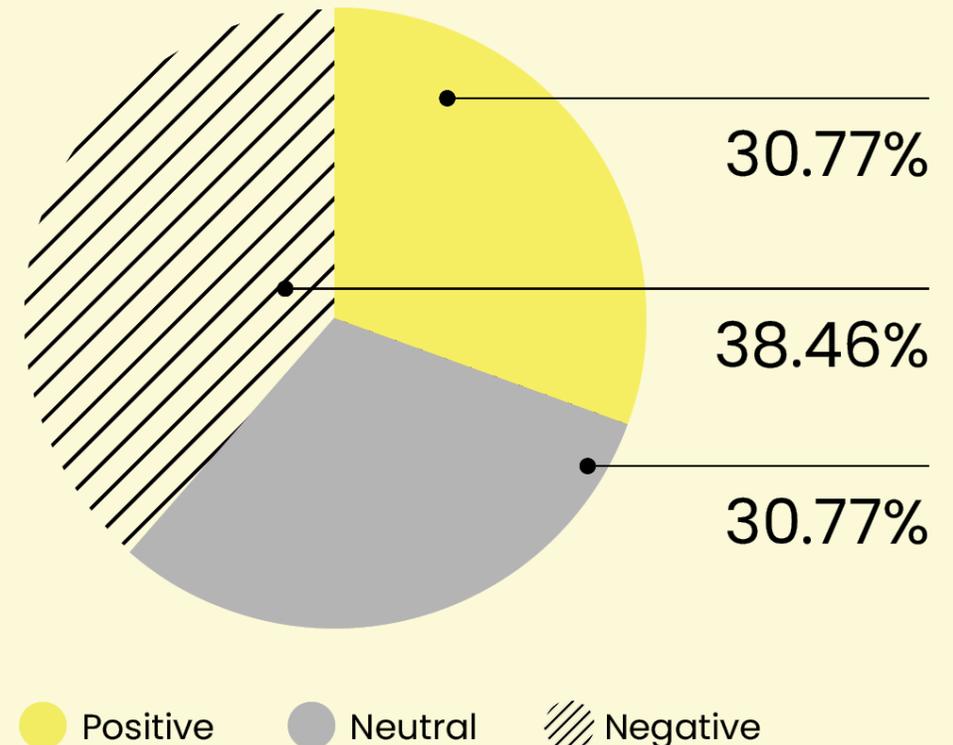
Aircraft noise

- Majority of people prefer respite from aircraft noise at night.
- People identified flights disrupting sleep and quality of life with some reporting increased stress and vibrations when aircraft fly overhead.

Operating hours

- Many mentioned preference for a curfew at Melbourne Airport.
- People questioned why other airports have a curfew and not Melbourne Airport.

Key themes and issues raised



Community engagement summary

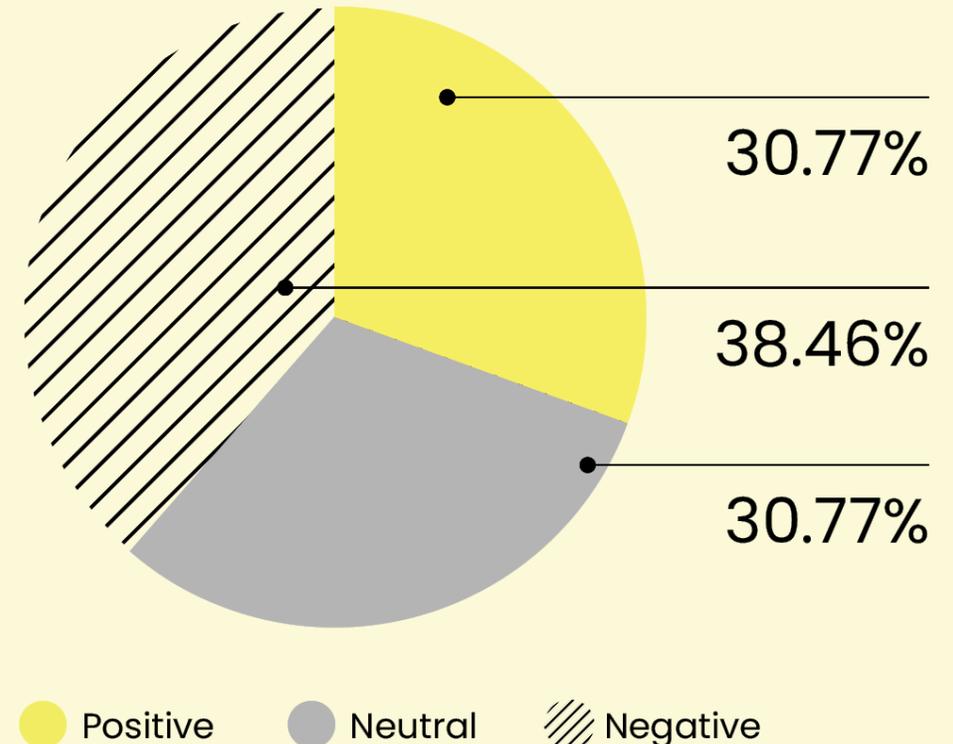


Key themes

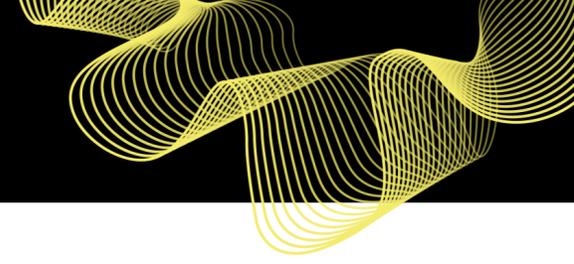
Flight path locations

- Interest in understanding the rationale behind current flight path decisions.
- Some mentioned the need for greater transparency and flexibility in decision making.
- Questions why flight paths could not be routed over less populated areas to the north and west of the airport. Conversely, some reported that unfair distribution of noise to the west.
- Some showed concern for property values impacted by increased aircraft noise.

Key themes and issues raised



Industry engagement summary



Overview

283 operators / airlines / airports engaged

Airspace Access

- Concerns with lowering controlled airspace and its impact on the operation of general aviation safety.
- Maintaining adequate vertical separation to support the safety of their operations and avoid collision with terrain and other airspace users if operations are compressed.
- Ensuring fair access to airspace for all aviation sectors including general aviation (GA) and commercial operations.
- Safeguard the future of Advanced Air Mobility.

Industry engagement summary



Operational Efficiency and Training

- Ensure all new flight paths enable Continuous Descent/Continuous Climb Operations.
- Prioritise RNP-AR arrivals wherever possible to reduce total track miles.
- Minimise pilot workload with simple runway mode transitions.
- Ensuring safe glide margins for single engine aircraft operating in Port Philip Bay are maintained.
- Protecting essential training approaches and procedures such as the Moorabbin non-directional beacon (NDB) approach.
- Establishing clear VFR routes to streamline operations and reduce congestion.
- The design should consider provision for higher availability to VFR operations in Melbourne controlled airspace.

Industry engagement summary



Emergency and critical operations

- Developing predictable and consistent routing options to support emergency service efficiency
- Maintaining Priority access to the airspace guaranteeing reliable access for emergency and time-critical operations

Stakeholder engagement and transparency

- Engaging stakeholders continuously throughout the development of the Noise Sharing Plan to refine airspace changes and address concerns
- Providing open access to data informing the Noise Sharing Plan
- Clearly communicating proposed airspace changes

Social listening



Overall mentions trend

Community engagement

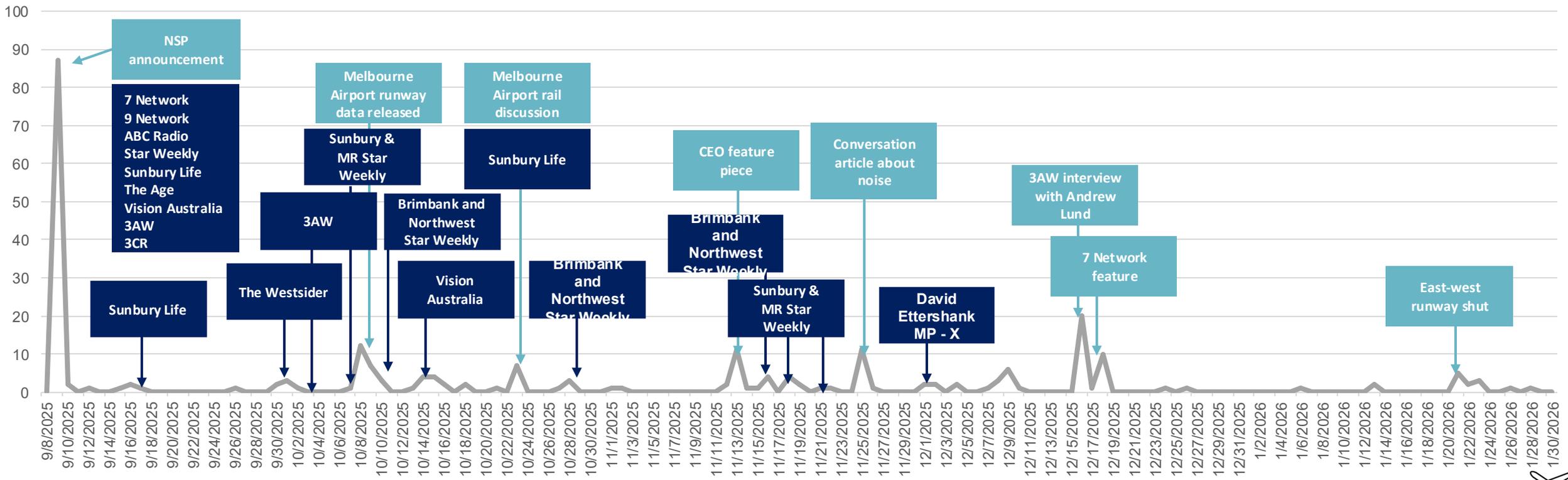
Newspaper

Digital campaign

Social media

Newspaper

-  Advertisement period
-  Engagement period
-  Key M3R moments
-  Consultation references



Social listening



 Reporting period: 8 September 2025 – 8 December 2025

Only media which referred to M3R or consultation were included in this GHD Pulse Report. During the community engagement period, news features, discussions on talkback radio, and news articles received the greatest amount of reach, and community response. Mentions from media outlets peaked at the start of the engagement period, with national coverage of NSP consultation. Discussion surrounding M3R and consultation continued throughout the period, mainly through local news reporting.

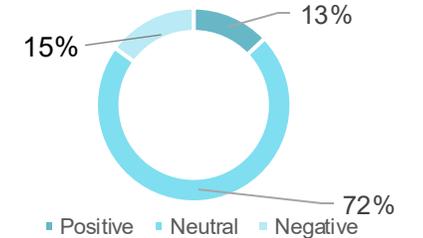
Mentions

200 **43.1 M**

Total mentions

Reach

Sentiment



Key media – General M3R



7NEWS Melbourne

8 September 2025

278k Reach

A brief piece during a 7NEWS nightly 6pm news program, which offered an introduction to M3, aircraft noise, and opportunities for consultation.

Staggering value of Melbourne Airport international flights revealed

New data reveals the whopping amount a single international flight to Melbourne generates for Victoria's economy, as airport chiefs push for urgent action to win more routes from rival states.



The Herald Sun

8 October 2025

1.87M reach

An article which included references to M3R as crucial to continuing the growth of Melbourne Airport. Similar sentiment was recorded in articles featuring Melbourne Airport CEO Lorie Angus.



The Conversation

25 November 2025

52K Reach

An article which questioned Australia's management of aircraft noise, referencing the existing and future impacts of aircraft noise in Melbourne, and the impacts of M3R.

Social listening



Suburbs asked to share noise of third runway

The Age (print and online)

8 September 2025

373k Reach

An article which includes the aims of consultation, the roles of Trax and GHD, and the perspective of the No 3rd Tulla Runway protest group. The article includes quotes from Melbourne Airport's head master planner, and campaigner Shannon Meilak.



9News Melbourne

8 September 2025

284k Reach

A brief bulletin piece during the 9News 6pm nightly program, which offered an introduction to M3R and the starting date for consultation.

BUSINESS CITY DESK NEWS REAL ESTATE

Airport seeks feedback on noise plan

Tuesday, 16 September, 2025

Sunbury residents are being invited to have their say on how aircraft noise will be managed when Melbourne Airport's planned third runway comes into operation in 2031.

Sunbury Life

16 September 2025

1.3k Reach

An article including details for Sunbury residents, including a link to the Major Projects Hub for further information. The article includes details from the Melbourne Airport press release.

POLITICS

Have your say on aircraft noise and a third runway at Melbourne Airport

W Advertorial | Date: 1 October 2025

The Westsider

1 October

1k Reach

An article which encourages residents of Western Melbourne to participate in consultation, due to the health concerns associated with increased noise.

Learn more about the third runway

Melbourne Airport will be hosting community information sessions in Brimbank.

Brimbank & Northwest Star Weekly

16 September 2025

60.7k Reach

An article including details for Brimbank residents to consult on the NSP and NAP. Articles similar to this were published throughout the engagement period across the Star Weekly publications.



David Ettershank MP
@dettershankMP

Last chance to have your say! Melbourne Airport's Noise Sharing Plan (NSP) consultation closes 8 December.

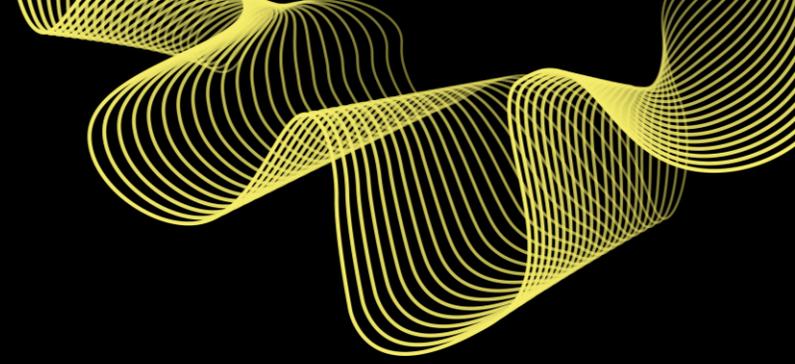
The new third runway is expected to add 136,500 extra flights every year, meaning more aircraft noise for residents in Melbourne's west.

X

1 December

0.5k Reach

Tweet from David Ettershank, Member of the Victorian Legislative Council, encouraging residents to participate in consultation.



Evaluation

Measurement against engagement objectives

Create awareness

Generate awareness among community members of the Noise Sharing Plan

Awareness survey completed prior to campaign starting. Was completed again at the end of November.

No overtly negative media to date.

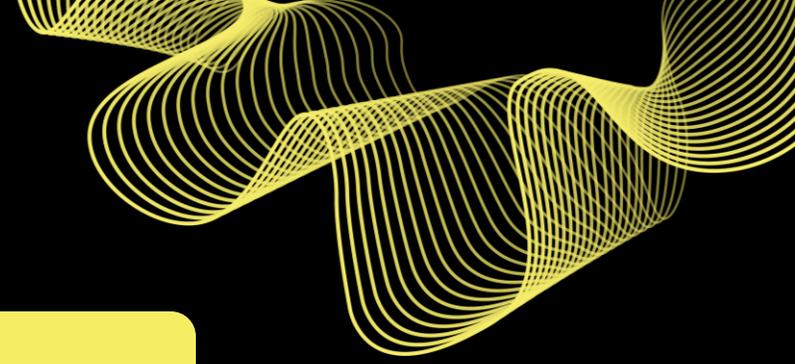
Gather feedback

Seek feedback to inform the Noise Sharing Plan

575 survey responses throughout campaign

Regular public emails providing feedback

Capturing feedback from 33 sessions in stakeholder database for analysis to inform the Noise Sharing Plan



Measurement against engagement objectives

Next: Consultation

Consult on the Draft Noise Sharing Plan

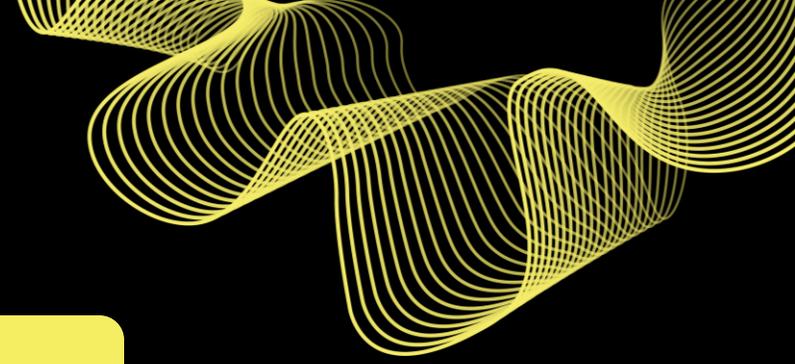
Planned activities

Online survey

Drop-in sessions to support conversations and seek feedback

Updated interactive noise tool

Similar promotion of consultation opportunity through traditional and digital media



Airservices Update Melbourne Airport CACG

17 February 2026

Airservices Update



- Noise Complaints and Information Service (NCIS) update Nov 2025 – Jan 2026
- Aircraft in Your Neighbourhood (AIYN)

NCIS UPDATE

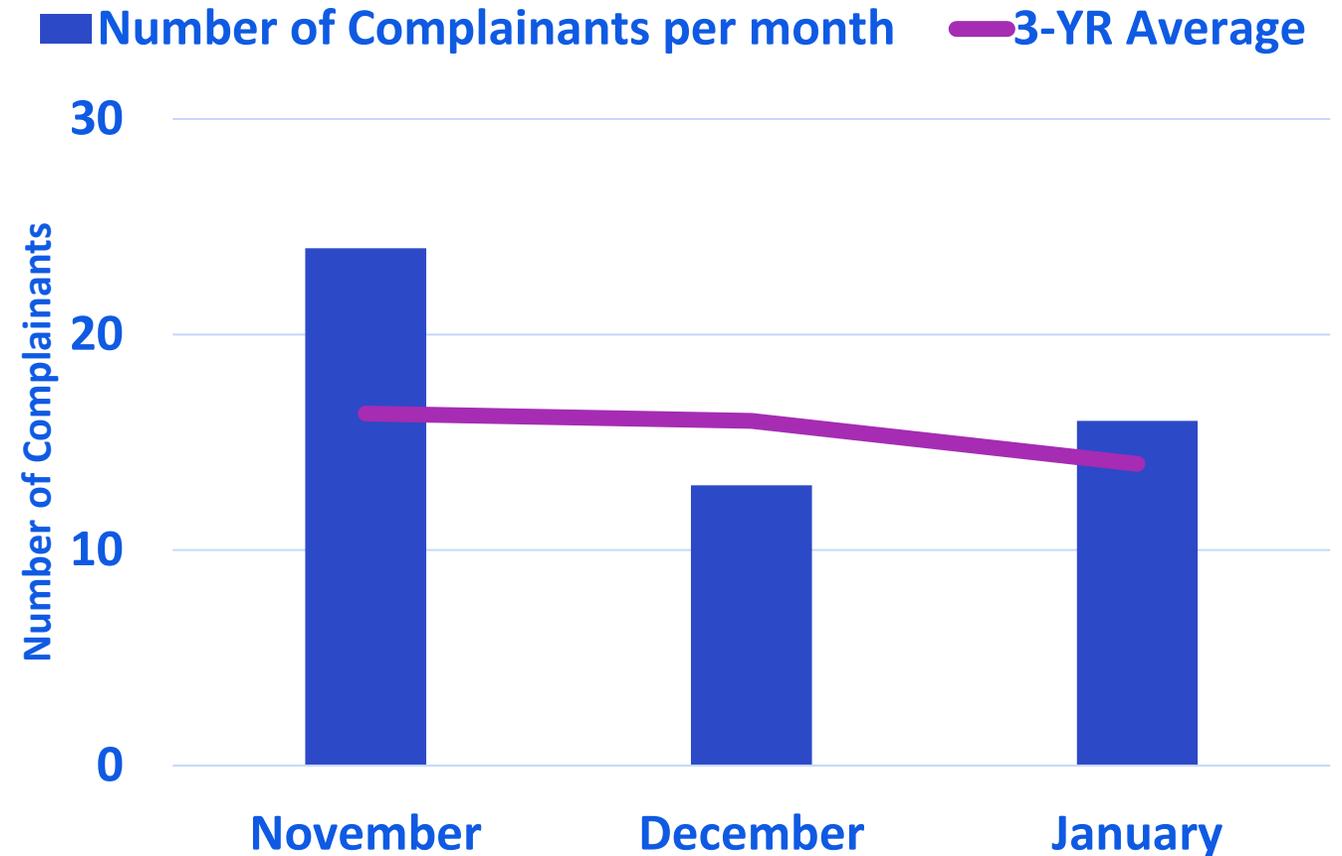
November 2025 – January 2026

Complainants

- 45 individual complainants
 - 231 contacts
 - 21 new complainants

Suburbs

- 33 suburbs recorded complainants
 - Albion – 4
 - Keilor – 4
 - 25 suburbs recorded a single complainant

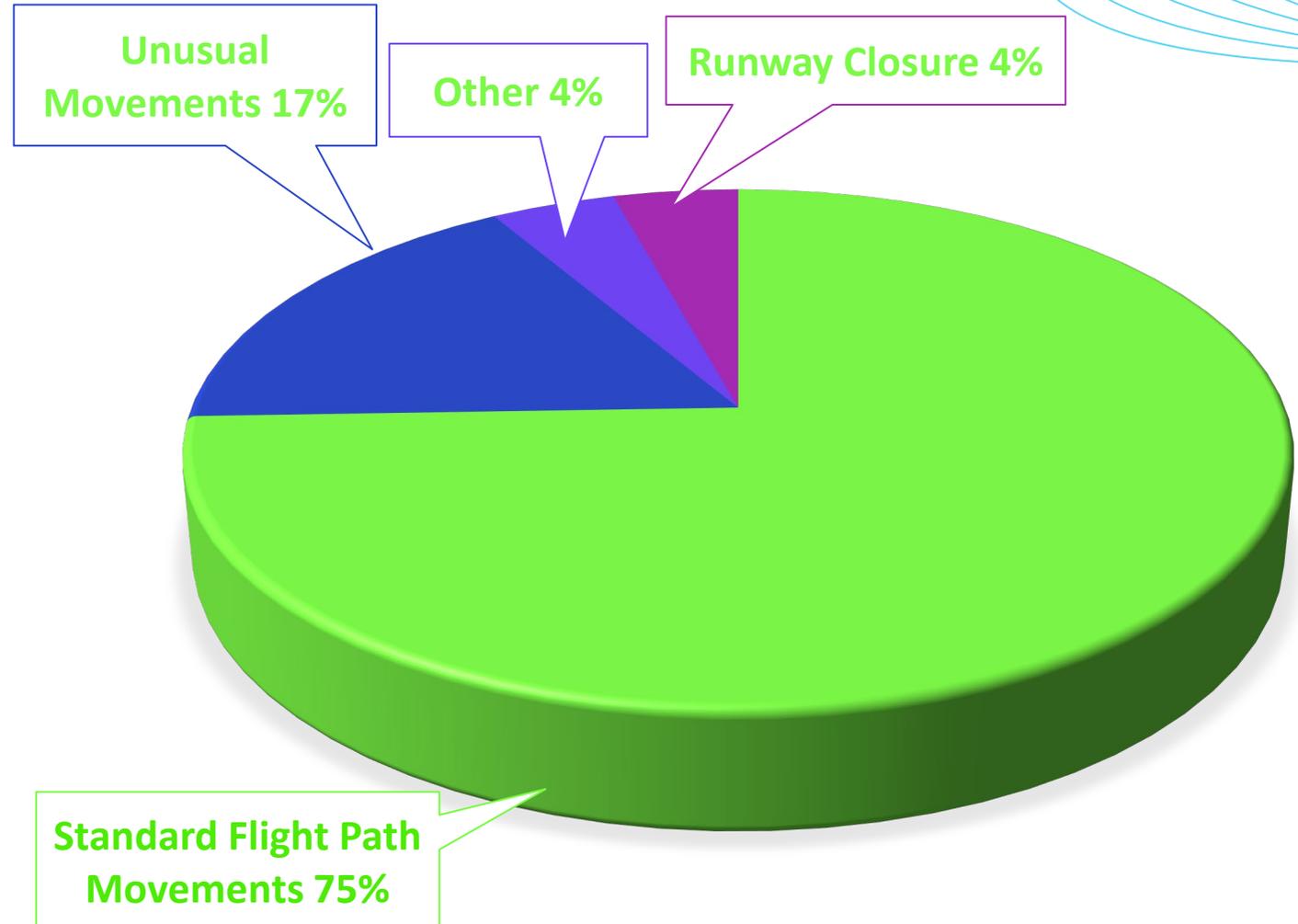


NCIS UPDATE

November 2025 – January 2026

Issues

- Standard flight path movements
 - Runway 16 departures – 12
 - Runway 34 arrivals – 8
 - Multiple runway directions – 7
 - Runway 27 arrivals – 6
 - Runway 27 departures – 3
- Unusual movements
 - Radar Departures – 4
 - Traffic management – 2
 - Direct tracking – 1
 - Missed approach – 1
 - Weather diversions – 1
- Runway closure
 - Works – 2



AIRCRAFT IN YOUR NEIGHBOURHOOD – complaints report

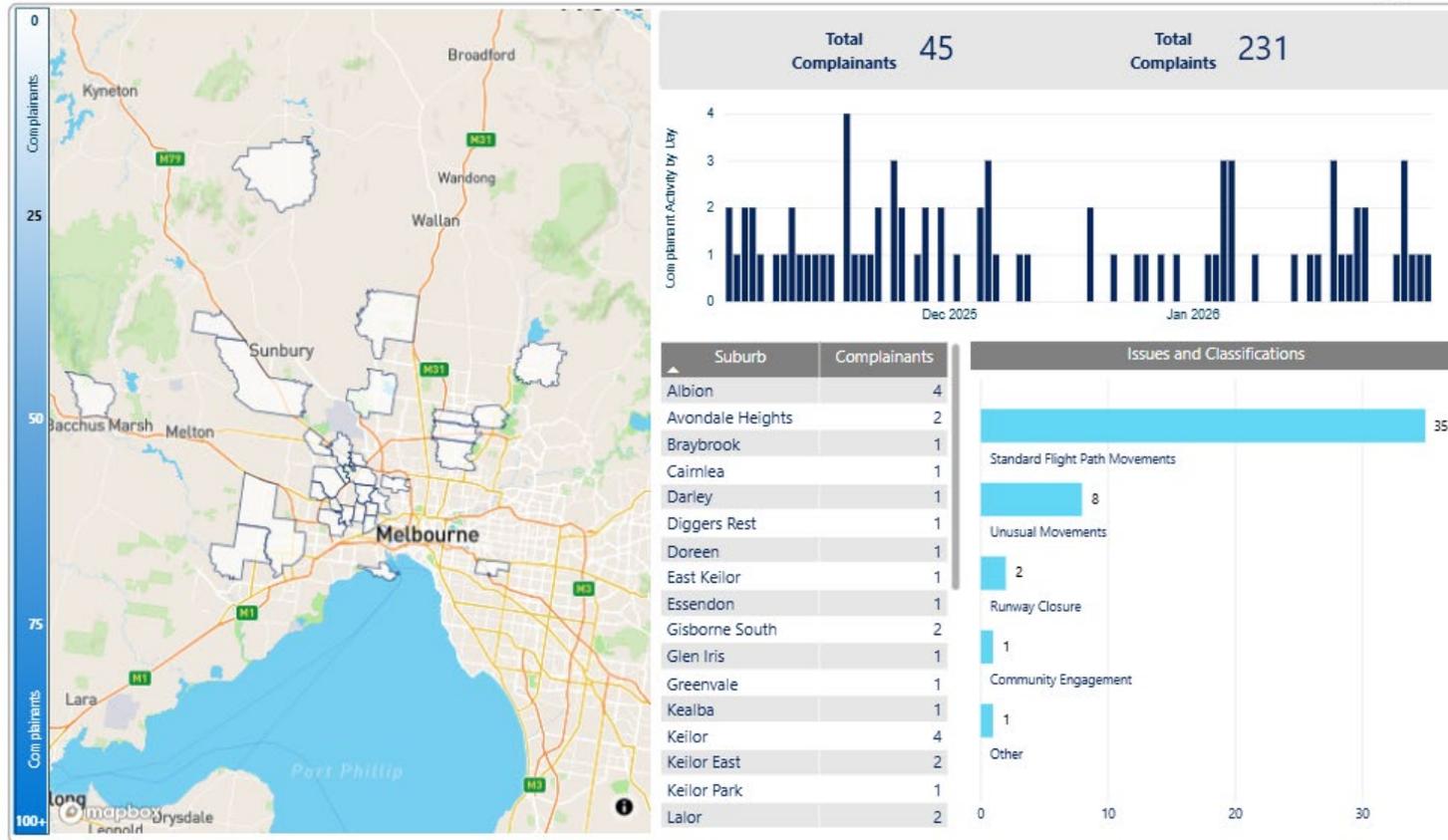
Noise Complaints and Information Service Report

Select airport:

Melbourne Airport

Select date range:

11/1/2025 1/31/2026



- <https://aircraftnoise.airservicesaustralia.com/> (enter your location)
- Select 'What flight disturbed me', then 'Noise Complaints and Information Service report'

THANK YOU