Why we need a third runway

Melbourne Airport's third runway will deliver much-needed aviation infrastructure capacity for Victoria, increase choice for consumers and support thousands of new jobs.

Melbourne Airport's third runway

The new north-south runway will provide more capacity for passengers and exporters, support competition, reduce delays and enable economic growth in Victoria and Australia. It will support parallel runway operations that will allow for greater flexibility in how the airfield and airspace are used.

In the last decade, international growth at Melbourne Airport has outpaced other Australian airports. The number of passengers travelling through Melbourne Airport is forecast to grow from 35 million (FY24) to around 76 million by 2042. The third runway will support the long-term increase in passengers, freight and aircraft movements generated by Victoria's growing population.



76 million

passengers to use the airport every year by 2042



3,000m long



Support **37,000**

additional jobs in Victoria by 2042



136,500

additional arrivals and departures each year



Contribute an additional

\$5.9 billion

to the state economy each year



5-6 years

to build

What is Melbourne Airport's third runway?

Melbourne Airport is building a new third runway aligned north to south and parallel to the existing main runway. It will be 3,000 metres long and located 1,311 metres to the west of the existing north-south runway. The new parallel runway system will be able to handle all aircraft types.

To accommodate the site's geography and meet requirements for runway safety zones, the existing east-west runway will be shortened from 2,286 metres to 1,940 metres. A separate project (the Eastern Extension Project) will later restore the runway to its original length to help maximise opportunities for noise sharing.

Why does Melbourne Airport need a new runway?

Victoria is growing, with Melbourne's population expected to reach six million people by 2032 and overtaking Sydney as Australia's largest city. This will generate more demand for air travel and air freight.

Melbourne Airport needs additional runway capacity to accommodate this demand. The new runway will allow for more arrivals and departures, which will help reduce the amount of time planes spend on the ground waiting to depart or in the air waiting to land. Flight cancellations and delays are already becoming increasingly frequent and recovery from delays is becoming more difficult to achieve.

The third runway will allow Melbourne Airport to keep pace with the growth in demand, support improved passenger choices and reduce delays and associated airline costs. It will help freight also given around 85% of freight travels in the cargo hold of passenger aircraft.

At times during 2024, Melbourne Airport handled more than 40 per cent of all Australian air freight exports. In the FY2023, 205 million tonnes of freight worth \$22 billion came through Melbourne Airport. The new runway will facilitate further growth in freight and help unlock more opportunities for local exporters to move time-critical produce into international markets.

What will the noise impacts be?

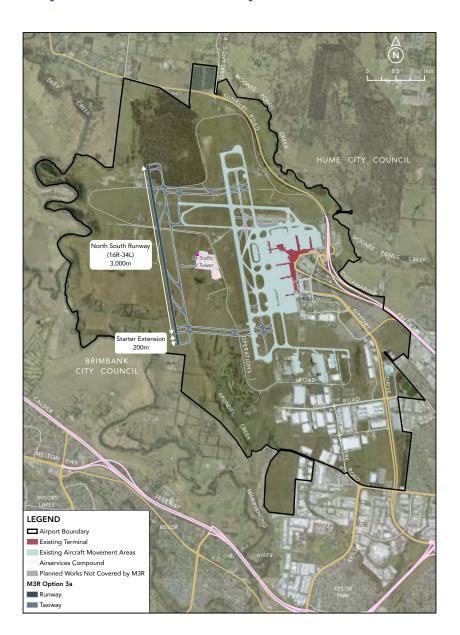
Melbourne Airport's third runway will require new flight paths and changes to some existing flight paths. Melbourne Airport is now undertaking a two-year process of airspace and flight path design in collaboration with Airservices Australia, Essendon Airport and a range of government, industry and community stakeholders. A key objective of this process is the avoidance, management and mitigation of aircraft noise impacts. Communities likely to be affected will be consulted in the key decisions during this process. More information about how this consultation will take place will be available at: www.melbourneairport.com.au/runway

How will noise impacts be managed?

Melbourne Airport will be developing a Noise Amelioration Plan for residential dwellings and public buildings (childcare, healthcare, education and aged care) most impacted by noise from the third runway. This program will be developed in consultation with local councils, communities and state and federal agencies.

More information will be available as the plan is developed at: https://www.melbourneairport.com.au/runway

Why we need a third runway Fact Sheet



How will the new runway be built?

Detailed design work for the third runway is currently underway, with major construction works expected to begin in 2026. Construction will occur over five to six years in a staged program designed to reduce impacts on airport operations and neighbouring communities. Construction includes large-scale earthwork for the runway and taxiways, asphalt and concrete pavement works, drainage works and the installation of other services and supporting infrastructure.

Melbourne Airport recognises the importance of a sustainable and environmentally responsible approach and will manage environmental risks accordingly.

Reasons why we need a third runway



Freight and logistics support

205 million tonnes worth \$22 billion

in FY2023



Melbourne Airport supports

5 of the 10 busiest domestic

flight routes in Australia



76 million passengers

expected to pass through Melbourne Airport by 2042



Melbourne's population is expected to reach

6 million people by 2031-2

exceeding Sydney and placing more demand on air travel



Around 60 per cent

of all aircraft operating Australian domestic and narrow-body short-haul international routes cycle through Melbourne Airport

every weekday

with usually 50% of those operating before 10am



Melbourne Airport is one of the

busiest airports in the world

without a parallel runway system

Key phases of the new runway... project



- Prepared Major Development Plan (MDP) for Melbourne Airport's third runway project and regulatory approvals
- Conducted 104 days of public consultation
- Gathered more than 2,000 submissions
- Submitted the draft MDP and Supplementary Report to the Commonwealth Government in February 2023
- Completed schematic design
- Third runway MDP approved by the Commonwealth Government with conditions in September 2024



2024-2025

- Commence early works for the project
- Procurement of design and build contractor to deliver the third runway



- Work with Airservices Australia on detailed airspace design
- Develop (with consultation) the Noise Sharing and Airspace Concept Plan
- Develop (with consultation) the Noise Amelioration Plan
- Define and commence the Community Health Study terms of reference (ToR) and undertake the study guided by the ToR for 20+ years



2031



2026-2031

- Commence major earthworks to level the site and construct the runway and taxiways
- Implement temporary changes to airside operations during some construction phases
- Construct pavements and install supporting infrastructure and technology



- Prepare and test infrastructure, technology, systems and operational frameworks for operational readiness
- Produce and execute detailed plans for commissioning the runway and associated changes to operations and airspace
- Open the parallel runway system



2031+

- Post-opening reviews and completion works
- Passenger and freight capacity grows steadily over the next 20+ years