

# MELBOURNE AIRPORT

## Community Aviation Consultation Group (CACG)

Tuesday 18 February 2025, 10am-1pm

Novotel Melbourne Airport

### INVITEES

Name	Representing	From or Role
Kim Jordan		Independent Chair
Fred Ackerman	Community	Taylors Lakes
Maggie Baron		Kensington
David Cleland		Greenvale
Greg Bisinella		East Melbourne
Matt Faubel		East Melbourne
Margaret Giudice		Keilor Downs
Victor Ng		South Gippsland
Jane Waldock		Montmorency
Fonda Zahopoulos		Moonee Ponds
Emma Langoulant		Keilor
Liz Beattie	Victorian Trades Hall Council	Project Officer
Justin Burgess	Brimbank City Council	Strategic Planning Coordinator
Rachel Dapiran	Hume City Council	Director – City Planning & Places
James McNulty	Hume City Council	Manager Planning & Development
Ashley Minniti	Maribyrnong City Council	Manager City Places
Steve Finlay	Melton City Council	Statutory Planning Coordinator
Petrus Barry	Moonee Valley City Council	Manager Planning and Building
May Li Foong	Airservices Australia	Senior Advisor Community Engagement
Professor Catherine Bennett	Deakin University	Community Health Study Expert Team
Roma Yee		
Dr Fiona Gray	Bioliving By Design	
Professor Ben Cave	Ben Cave Associates	
Joanna Kormas	Department of Transport & Planning	Manager Statutory (Planning) Policy
Braden Hartcher	Department of Infrastructure, Transport, Regional Development, Communications and the Arts	Director
Gary Walker		Assistant Director
Rosie Offord	Melbourne Airport	Head of Master Planning
Laura Brannigan		Head of Noise Amelioration Plan & Program
Edward Martin		Head of Public Affairs

Name	Representing	From or Role
Justin Portelli		EGM Strategy, Planning & Community
Justin Barbour		Manager Government Relations
Sharaf Khan		Manager Policy and Industry Affairs
Meera Hamed		Coordinator Community Engagement
Shantelle O’Riordan		Advisor Community Engagement

## 1. Welcome and apologies

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

Apologies:

- Meera Hamed
- Greg Bisinella
- Fred Ackerman
- Gary Walker
- Rachel Dapiran

Stephen Pykett has left his position at Macedon Ranges Shire Council. Lydia Sorensen will be representing the Council from May 2025.

## 2. Update on action items

- Kim covered the action items which were provided with the agenda to all attendees.
- Kim noted responses to the Federal Government actions.
- In response to the request for an update on the Senate Inquiry and its recommendations impact on the airport the Department provided the following:
  - The Senate Rural and Regional Affairs and Transport References Committee tabled a report into the Impact and mitigation of aircraft noise on 27 November 2024. The report contains 21 recommendations. The Government has 3 months to respond and is currently preparing its response.
- In response to confirming if the new guidelines suggest a model terms of reference in the new White Paper the Department provided the following:
  - The Department will seek the Minister's views on expectations for greater community input into CACG work programs, including the provision of any model terms of reference. In the meantime, Melbourne Airport CACG should continue its process to update its terms of reference.
- The page with CACG members contact details will be available at Melbourne Airport’s next community pop up.
- Kim noted the remaining action items would be covered in the relevant presentations.

## 3. Late items for discussion

It was agreed this item is no longer needed and will be removed from future agendas.

## 4. Melbourne Airport updates

### 4.1 Operations, Edward Martin

- Action – provide timeline of legal process for Brimbank ART. APAM confirmed Brimbank City Council lodged an appeal for a merits review of the M3R Major Development Plan (MDP) last year. APAM informed the CACG at the CACG out of session meeting in January that an ART had been made. APAM confirmed they are a party to the review and there are four parties including the Federal Minister for Transport, APAM, Brimbank City Council and the Wilsons. There is currently no stay order that prevents APAM from continuing works and stakeholder engagement on the project continues.
- APAM can share a link on the ART process. This outlines the normal process for an ART review, and a link is available here for reference: <https://www.art.gov.au/after-applying/after-you-apply>

**Q:** What is the worst possible outcome of the review?

**A:** We have to let the process run. We have an MDP that has been approved, and its important we deliver more capacity to meet demand.

- Brimbank City Council noted they are attending today as an observer and won't be making comment given the legal process.
- APAM addressed the outstanding action on whether Whittlesea Council and Merri-bek Council could join the CACG. APAM noted both Councils along with APAM are all on the NorthLink board, and these Councils have a direct line into APAM. APAM gives a third runway update as well as other updates at every meeting.
- APAM has written to Hobsons Bay Council and the Federal Member for Gellibrand supports them joining. APAM remain hopeful they will join the CACG given some residents in Newport are interested in the third runway project and aircraft noise.
- January has broken the record set in December for the busiest passenger month on record.
- There were 1.2 million international passengers for January. The split between international and domestic is 35% / 65% respectively. For pre-Covid international capacity we are at 113%. Melbourne was the first major capital city airport to return to pre-Covid capacity.
- International expansion of T2 – APAM are trying to build more space as the international terminal is not currently fit for purpose. APAM is talking to the airlines about building more terminal capacity. There is a \$4.5 billion ask with the airlines to build more capacity in the precinct. We are upgrading the T2 baggage area to allow passengers to check in at any time. It is a state-of-the-art system that is well overdue.
- International arrivals are feeling the pinch the most. We don't have enough ABF kiosks, and we are in active conversations with the Federal Government around this. Airports are leaning into this funding ask. We are at 70% of Sydney's international passenger capacity and we don't have the ABF kiosk capacity in peak times. We are three to four months behind where SYD are.
- **Q:** When will Naarm Way Stage 2 be ready?

**A:** End of 2026. This works well with the sequencing of airport rail. Stage 2 is an express link into T1, T2 and T3, and there will be a dedicated pick up and drop off area.

**Q:** Is there a stage 3?

**A:** No not yet.

- The Online Mobility Hub is an exciting launch for us. We had a four-month trial of our accessibility hub providing dedicated assistance to those who needed it. There were 90 passengers a day using this service and it was a very successful trial. This is paused while we conduct a review of the trial.
- The Online Mobility Hub includes pre-travel videos to assist people as it can be daunting to wayfind through an airport.

- We have secured Delta Airlines with three services a year. This is quite exciting as we are underserved by the northern American market. More competition results in better airfares. We received good support from the State Government with the announcement.
- Fiji, Korea, Philippines and Indonesia remain the priority markets for the Commonwealth in terms of international bilateral service agreements.
- Australia has moved from seven open skies agreements to nine with Canada and Malaysia joining in 2026.

**Q:** Is Qatar buying more flights?

**A:** It is getting to the pointy end now with Foreign Investment Review Board (FIRB) and regulatory review process, which may be impacted by caretaker conventions depending on when the federal election is called.

## 4.2 Planning and Commitments Register, Rosie Offord

- The presentation will cover the four major areas we have been progressing over the past few months since runway approval.
- Project design for the Eastern Extension Project (EEP) is progressing well. We are scoping it out, there is a lot of work to do this year on the EEP Major Development Plan and Master Plan 2027.
- In regard to the Noise Sharing and Airspace Concept Plan, in our MDP we included all the flight paths associated with the new runway. We now need to progress this work and incorporate Essendon Airport's two runways and the new length of our East-west Runway. We are in the process of engaging the independent aviation consultant and community engagement consultant to undertake this work. We are working closely with Essendon Airport, Airservices and DITRDCA to finalise the scope.
- The scope of work will be submitted to the Department on 10 March. Once the scope is approved, we will begin work.
- The Community Health Study Terms of Reference (ToR) is progressing to schedule, and we are excited about the team we have appointed.
- We haven't started any construction work yet on the third runway. Early works are still in the process of being tendered. Environmental management plans need to be signed off. We are hoping to start Early Works construction in the next couple of months.
- The Northern Access Route (NAR) is a temporary change that will be in place for the whole of the third runway construction program.
- The Arundel Creek Treatment Facility is required to control the quality and quantity of water flowing into the creek.
- It is a complicated and lengthy process to engage a contractor for the main works for a project of this size. The tender process will run until March 2026.
- Early works are undertaken by different contractors, and some may be involved in bidding for main works.
- Rosie addressed the Commitments Register and Reporting Plan. In the MDP and Supplementary Report we made commitments as part of the third runway project and our next Master Plan. One of the conditions of approval is that we would pull all the commitments together and track delivery against them.
- There are nearly 300 lines, we have categorised them and we have appointed responsibility across the business. We have had our first meeting with the Department, and they have stepped through each of the commitments.
- We have quarterly meetings with the Department on the commitments. We have an obligation to provide progress reports to CACG.

- This progress report is required to be provided during the works. Rosie wanted to provide an update today to show it is progressing.
- We will adjust as we learn, and feedback is welcome. The intent is to triage the update for you, the focus will be community. If there is a key theme that is timely and relevant we will raise this.
- Where it makes sense to, we will bundle the commitments to acknowledge they are included or committed to in other documents. For example, any commitments or requirements for the traffic management plans are included in the relevant works contracts.
- One commitment we have delivered on already is that we have published the M3R final MDP and Supplementary Report.

**Q:** Amazing amount of reporting with the commitments. Are there consequences if people responsible don't deliver?

**A:** We can't operate unless we meet them so there are consequences. This is built into agreements with contractors.

**Q:** For the community of Sunbury who use local roads, how will impacts be managed?

**A:** Monika and the team have done a program of doorknocking in that area. We have plans to do more public facing awareness. This is likely to include roadside signage and the like. We know what the congestion on Sunbury Rd looks like at certain times of the day and we don't want to contribute to the congestion there.

- We plan for engagement throughout the project on the impacts and changes that are happening because of construction.
- Kim asked for acronyms to be spelt out in the presentation.
- During March and May, there will be regular closures for maintenance work on the north south runway, Runway 16/34.
- This is to help bring an aging asset into line with the latest standards.
- We will remove and replace the Movement Area Guidance Signs (MAGS) as part of our CASA Manual of Standards (MoS) upgrades project. MAGS are location and direction information signs for pilot ground-navigation.
- Closure timings have been provided on the slide and are on our website.
- The Elite Park draft MDP and Supplementary Report were submitted to the Minister for Infrastructure in January. They are currently with the Department of Environment for their review to prepare the Minister for Environment's advice prior to DITRDCA review.
- We have recently received two planning applications in regard to childcare centres in the Melbourne Airport Environs Overlay (MAEO). This is an area highly impacted by aircraft noise. There are some areas in MAEO that currently aren't subject to much noise but will be when the third runway opens. Childcare centres are not acceptable uses according to the MAEO Schedule 1.
- One is 36 Church Street in Keilor, on the site of a heritage listed church. It is a noble goal as they are trying to preserve the Church as a community asset. They are trying to argue MAEO exclusion due to the Heritage Overlay. The proponent is taking this to the Victorian Civil and Administrative Tribunal (VCAT), and we are a party as well as Brimbank City Council.

**Q:** What is Brimbank's position?

**A:** They have rejected the application.

**Q:** Is it on the Brimbank Heritage Register or Victorian Heritage Register?

**A:** Rosie to take this on notice.

**Q:** Are they claiming existing use rights?

**A:** No, it has been privately owned for some years and has been vacant.

- Kim noted that the proponent has also written to her in her capacity as the CACG chair.
- Another one is 32A Green Gully Rd, Keilor and the site has been around for a long time. It is the site of an old primary school. There is an existing agreement between Brimbank City Council and the developers (via VCAT) for an aged care facility. The site has since changed hands (or is in the process of doing so), and a different developer reached out for us to sign off on a revised development which includes a childcare centre. The childcare centre is on the MAEO2 side, so technically permitted under the Planning Scheme, but its within metres of MAEO1. We are working out how to respond to this. There is not a planning application yet.

**Q:** What is the role of Melbourne Airport?

**A:** We are not a referral authority. MAEO1 is relevant to our operations and the Council engages with us and on occasion recommends that the proponent engage with us.

**Q:** The airport has not made a submission?

**A:** No, we will write to the developer.

**Q:** Has the airport sought to be a party in any similar VCAT hearings in the past?

**A:** Yes, we have, maybe one every two years. Sometimes we get enquiries, and we refer to the MAEO and what is permitted and what is not permitted. There are always things that fall in the grey area that require more consideration, but Councils make the decision.

**Q:** If it was previously a primary school, what has changed?

**A:** If something has been there for a long time there is a 'grandfathered' right of usage. If something new comes in it has to be in line with the new planning scheme.

**Q:** Are you getting similar requests for apartments?

**A:** Yes, when they advertise, we respond to planning proposals. We check the height and look at the density and other relevant MAEO matters and respond accordingly. Density permissions are in the MAEO as well.

**Q:** Has the airport tried applying Section 173 conditions for acoustics control. Do you find this approach mitigates future risk?

**A:** That should happen and that's part of the response that we make. That's in the planning permit.

**Q:** Have you come across litigation?

**A:** Yes. We will ask for section 173, and we try to make sure knowledge, and awareness is passed down to prospective buyers on the site.

**Q:** In regard to Elite Park, what is the basis for the forecast 2,140 jobs creation claim?

**A:** The figure quoted refers to the expected employment required to operate the precinct at full development. We expect to develop over nine years to a full-build that includes a mixed range of industries (retail, leisure, hospitality).

### 4.3 Community, Shantelle O'Riordan

- The mobile information trailer is progressing well. Hoping for delivery in March.

- Need to finalise the Indigenous artwork. We have engaged Wurundjeri artist Alex Kerr, and he is consulting with the Senior Wurundjeri Elder, Aunty Joy.
- The mobile trailer will be used at pop-ups, community events, and school incursions.
- It will extend our reach – particularly with schools as it will be interactive.
- We have prepared a communications and engagement strategy that provides a framework from now until the runway opens in 2031.
- A more tailored communications and engagement plan will be developed for each formal consultation period or project condition that requires engagement. The 2025 plan has been completed, and it will be refreshed each year.
- The engagement for the Noise Sharing Plan (NSP) will be prepared this year.
- We will be out on public exhibition next year.
- The community virtual assistant is live and is going really well.
- There have been lots of questions from the community around major projects. The virtual assistant is taken to pop-ups and other community events.
- We will roll out the QR code on tables in T1 and possibly T4.
- The virtual assistant will be updated once we have more information on the Noise Sharing Plan and Noise Amelioration Plan.
- We did a review of the wider community feedback we have received since our last CACG meeting.
- The key themes from the community include aircraft noise, disruption and sleep disturbance.
- Health impacts, noise levels, and environmental impacts of M3R were also raised.
- Another was public transport to Melbourne Airport. Every time we are in the community we are asked about the rail connection and bus links.
- People are starting to ask about the Noise Amelioration Plan. Some community members are starting to privately seek quotes for double glazing, and we are advising them that our Plan is coming, and they may wish to hold off until we can tell them if they're eligible.
- The community inbox receives lots of questions about job vacancies, internships, and work experience. Work experience is difficult given the security clearances required at the airport, and our program is on hold; however, we direct them to contractors where we can.
- The community pop-ups coming up are Craigieburn Festival and the Mediterranean Festival in Keilor.
- Job vacancies have dropped to less than 200. All jobs across the precinct are advertised on our JobLink.
- We have run several school tours for different groups including disability care groups, primary and secondary schools and tertiary institutes.

**Q:** Will you be giving covering the advantages of M3R?

**A:** We definitely talk about the job opportunities, we have the JobLink that people can go to. We also speak about the additional capacity the third runway enables.

#### 4.4 Community Health Study, Professor Catherine Bennett, Dr Fiona Gray, Professor Ben Cave and Roma Yee

##### Introductions

- **Catherine Bennett** has worked in population research for many years. She has done a lot of work with Indigenous communities and community engagement. Catherine was the health person on the Australian government response independent inquiry last year. It is a key part of her work and interest.

- **Fiona Gray** is an architect by training and has been working in the infrastructure and healthy built environment. She has been involved in a lot of stakeholder engagement bringing infrastructure to the state. Fiona will lead stakeholder engagement along with Professor Steven Allender. She has a very keen interest on the impact of the built environment.
- **Roma Yee** will have a key role in linking all the pieces of work. Roma has administrative and coordinator mapping skills.
- **Hassan Vally** will help us translate and write for a broader audience. He has a particular gift in that space.
- **Ben Cave** has worked in health impact assessment for 20 years, particularly in health and infrastructure. Ben is a Visiting Professor at the University of Liverpool in the United Kingdom and was a Board Member for International Association for Impact Assessment. He looks forward to drawing on a global body of knowledge.
- Catherine thanked CACG for having faith in the team. They are focussed on building in the CACG involvement.
- Use a transparent and very robust process. It is about exploring risks arising from the operation. We are not just looking at things where there is measured evidence. When we put together the Terms of Reference (ToR), we will monitor areas where there is concern and this will be quite complex.
- Delivering draft ToR and summary of process in this phase.
- Fiona noted the stakeholder management plan is one of the first things we will get cracking on. If we don't get this right, we won't be engaging in a way that will give us meaningful outcomes. We will be working with this group early on and establishing ground rules for how we engage and what is of interest.
- We will need your help mapping the stakeholders. We need to be clear with stakeholders from the outset on what the negotiables and non-negotiables are. Establishing this at the outset is important.
- We will use the International Association of Public Participation (IAP2) Spectrum of engagement found here: <https://iap2.org.au/resources/spectrum/>. This helps us determine the levels of engagement with each stakeholder group.
- What level of engagement we want we will work out the tools used e.g. focus groups, workshops and surveys.
- We will develop clear communication materials, so we reach all key groups and people.
- We have robust feedback mechanisms in place. Feedback mechanisms are an important part of the process. We will monitor and evaluate the whole way through. We will adjust and be agile throughout the process.
- Catherine noted they will draw on their extensive network to engage with experts internationally.
- They will be building on reviews completed to date with literature and expert network.
- They will come up with draft content to be tested with CACG and experts.
- We want this to be robust, transparent and stand up.
- Catherine provided an overview of the indicative timeline. Deakin is going through the next phase of putting on sub-contractors. We will have a regular touchpoint with Melbourne Airport.
- We have to have a clear understanding of how we do engage with groups. This is an independent group doing the ToR.
- In March we will really kick off with everyone on board. Looking to CACG as the representatives of stakeholders and others we should consider.
- STICK-E (Systems Thinking in Community Knowledge Exchange) approach will be used. It is a mind mapping technique, and you pull people together in a room. It gives everyone an equal



voice and then outcomes are mapped. You can see how different stakeholders see different issues. This will help us make sure we don't have any gaps.

- There may be opportunities as part of our stakeholder program to do more with this. We will hold a workshop when Ben is in Australia in May.
- By the end of April, we hope to get to you a first short report.
- We will have Ben here for just over a week. He will be a key person you want to meet, and we have the CACG meeting on his last day here. We will have two full day workshops, including one during this time, and will decide on locations for the workshops soon.
- In July we will provide a further update and report out of the STICK-E workshop.
- In August we present the final draft ToR.
- We have to manage our independence and expectations. We want to give you the opportunity to have a strong input.
- We are flexible on how the workshops will work best for you.

**Q:** In your TOR there are areas surrounding Melbourne airport. I imagine part of your role will be defining what that means. Will you be looking at areas that will have positive impact as well as negative?

**A:** Yes, we have looked at this. We think we will find there are different issues, and it changes depending on how close you are to flight paths and traffic. Whether that translates to a health positive impact that will be an interesting conversation to have. This will be covered in the first part of work.

- Ben added that typically you will expect to see adverse impacts from noise and air quality, and you would hope to see positive impacts from economic opportunity. The scope will give us an idea there and it's important to reexamine some of these assumptions. If we take the WHO definition of health, we will look at positive and negative aspects as well.

**Q:** In relation to the longevity of this twenty-year study, how will you cater for changing stakeholder groups and individuals over the course of the study?

**A:** The difficulty in setting up the ToR for a twenty-year study is things will change. Thanks for raising this, we won't be prescriptive about these being set stakeholder groups. We pitch the ToR at a higher level rather than what is set at Day 1 will hold for twenty years.

**Q:** 20 years is a big timeframe. What happens at the end of the study?

**A:** We will need to do some brainstorming on this. We will recommend that there is a review process and need for ongoing monitoring. There will be a need for transparency e.g. people are aware, and this has been effect of mitigations, balance of positive impacts and so on. In our ToR it's a good point to note how the project ends. We don't want to have it so fixed so that there isn't that opportunity. There will be a decision about where to end the study.

- Emma noted she is happy to be in a full day workshop. This is for Kim and others to work through.

**Q:** Does the Federal Minister for Health or Federal Minister for Infrastructure have to tick off the ToR?

**A:** It goes to the Minister for Infrastructure, not the Health Minister.

**Q:** Are we sharing learnings?

**A:** We have an Australian Airports Association policy and advocacy group that gets together. Through this forum that meets on a quarterly basis we are updating them. Brisbane Airport is very keen for learnings to be shared.

- Ben noted model in his head is a type of cohort study done by universities. They will typically run for 15-20 years and build up a picture overtime of health impacts. This starts off with a research question and is similar in this health study with the requirement on the airport to conduct the health study. This is something to be explored as we're preparing the ToR. It will be important for this to be adjusted as understanding develops over the years but there is an opportunity for other things to come in.
- Catherine noted it will be great if we can set best practice that could be used in this country and others. Our team is committed to doing this properly.
- Catherine did work with the City of Geelong. They built a novel engagement process that had never been done before, particularly engaging people with disability. The feedback on this was that people with disabilities had never felt so engaged.
- We were really impressed by the airport response as there is a commitment to doing this properly. Catherine is very optimistic and does not underestimate how complex this is. There are different perspectives in the community.
- Part of our work will be helping people to understand how different issues are related. We have to manage expectations, and we need to get the balance right, so people feel heard and it's a feasible study for the plan ahead. Higher level advice in ToR about how it's managed and how engagement with this group happens. Monitoring and evaluating mitigations in place.
- Ben will arrive a week ahead of the May CACG meeting. It won't be the Thursday, but we will look at other dates.
- Kim notes the whole day may be the way to do it but appreciates this is a big ask.
- We may look to have an out of session meeting which is shorter.
- The benefit of having universities involved is we can have a transfer of leadership. Part of the requirement is that who carries out the study will understand there will be succession plans.

**Q:** Are there benchmark projects related to the same output that we are trying to achieve? Mindful of what we can do in preparation.

**A:** Catherine said there will be ways to prepare including questions. You will have the opportunity to have input ahead of time. We can share an example of work we have done with community.

- We struggle to find a lot of examples of these community studies that range for 20 years that run alongside infrastructure programs. This is an interesting challenge to start off with. We do know Heathrow Airport have commissioned a study on child cognitive learning. Ben will speak to the Professor leading this and bring the learnings. He wants to understand how they are doing this and how are they maintaining independence. There are many other teams working on the health and social impact of large infrastructure, particularly airports. We will certainly bring a range of different examples and learning. One of the advantages of Ben coming out later is it will give him a chance to do some of that.
- The collection of baseline data before the third runway operates and then after that. There may be more things we are able to discover globally. The challenge that is exciting is that we set something up that sets a standard.

#### 4.5 Noise Amelioration Plan and Program, Laura Brannigan

- Laura has taken up a new role as Head of the Noise Amelioration Plan & Program (NAP&P). Recruitment for her previous position has started.
- We are in the very early stages of setting up the NAP&P.
- Fundamental requirement is that we get Ministerial approval by September 2026 – the Plan then becomes the Project i.e., delivery.

- Quite scant on detail at this early stage but we can talk through scope. We cannot answer specific enquiries about eligibility yet.
- Interested in feedback on how CACG wants to be involved.
- The boundary is the ANEF 25 and 30 contours which are long-established strategies in Australia for assessing noise.
- Images provided in the presentation are indicative because current contours will change as a product of the Noise Sharing Plan (NSP).
- Five-runway concept (Melbourne + Essendon) will develop new contours.
- Roughly 750 homes across Hume and Brimbank ANEF25+.
- Roughly 30 in Hume (ANEF30+) - expecting significant impacts.
- Sensitive facilities include schools and childcare centres, the category is less clear about other potential inclusions (places of worship, clinics, etc.)
- There will be tiers of qualification, e.g., when was the home built and to what standard.
- APAM needs to develop a consultation strategy and coming to CACG is an important part of that.
- An objective statement is being developed – what is the purpose of the Plan and Program.
- Correlation with the Community Health Study.
- In a heavy research phase, learning about other frameworks that have existed in other jurisdictions. What worked and what didn't work.
- Recommendation to look at World Health Organisation (WHO) – they do not talk about NAP other than as a tactic for mitigation.
- There is interesting material out of the Federal Aviation Administration (American agency).
- Determining the final scope carefully because when we have an approved plan and go to the community with the announcement it should be robust and correct. We need to acknowledge that some will qualify for treatment, there might be a mid-point, but there will also be people who do not qualify.
- Asks for CACG:
  - Recommendations for consultation methods / forums / strategies
  - What types of public information would be most useful
  - What involvement or influence would the CACG like
  - Anything else that should be factored in.
- All feedback or guidance appreciated.

**Q:** Health study does not compel the Government to do anything, but can it be linked to future actions? Just want to see the health study is used.

**A:** Related to urban planning and safeguarding for APAM. The materials that exist, around urban planning and design already consider health. Most of the NAP&P will be done before the health study is returning conclusions, but we will look at how the two interact over time.

**Q:** Comes to the weaving in and out of the health study, are you able to build in flexibility for the finished product that allows it to evolve over time as information comes, e.g., the health study?

**A:** Can't answer that question yet. That's why we're benchmarking and researching e.g. Heathrow. The offering changes at the edges.

**Q:** That encourages the sense that APAM understands its social license with respect to ongoing operations. The continued engagement and improvement with feedback from community and experts would put you in good stead.

**A:** The airport exists within a construct, it is an ecosystem e.g. stakeholders like the Victorian Government which works with us on the statutory planning scheme, Hume and Brimbank, and individuals. It is complex and it is about everyone coming to the table to deliver the best possible outcome.

**Q:** It would be useful for CACG to hear about examples of other programs and what didn't work. Go to the Brisbane example; what didn't work was the small number of people they spoke to?

**A:** To clarify I don't need CACG to do research, but if there are ways that we can reach into communities, we would love to hear about them. If there's an event, or a community facility, we want to hear about it. The biggest barrier is that people are not aware of it.

**Q:** To say, "here's what we're thinking have we missed anything?" is easier.

**Q:** For Keilor Primary School it is important to reach parents directly rather than going via the school. There are some active parent Facebook groups. Message might be better received than via the school.

**A:** Laura thanked Emma for the suggestion.

**Q:** How do we communicate suggestions with APAM?

**A:** Via Shantelle.

**Q:** If groups like building surveyors, etc., are informed they can advise their customers.

**A:** That is part of the plan.

- Request out of previous CACG on final MDP as published on website.
- We did not publish individual submissions for privacy, but we offered individual briefings one-to-one.
- We received requests from the Victorian Government, Essendon Fields, and one private citizen.
- Classifications of CACG submissions were grouped into Themes and Issues.
- The CACG submission was comprised of 70 questions that was included 29 of the categories.
- Consistent with our overall approach, we did not respond specifically to the submission but can speak to how its Theme/Issue groupings were addressed.
- There are specific mentions of the CACG in 16 issues (note: refer to meeting slide deck where all are reproduced in full).
- Encourage CACG to look at the Supplementary Report or feel free to get in touch with a specific question or for a hardcopy.

## **5. Guest presentations**

### **5.1 Commonwealth Department of Infrastructure, Transport, Regional Development, Communications and the Arts, Braden Hartcher**

- The response to the Senate Noise Inquiry is an issue for the Minister. There is a three-month time period that applies to responding to Senate Inquiries.
- Rex going into administration. There is an area of the Department looking at this and how the process plays out.
- Model ToR can't commit to that at this point.

### **5.2 Airservices Australia, May Li Foong**

- Air traffic movement and complaints covered in Airservices presentation.
- Towards the end of the year, we see a dip in domestic travel. Nationally, this Christmas period was a record for the last five years.
- From November to January, we had 37 individual complaints. The suburb that recorded the highest was Newport.
- Keilor and Sunshine had a higher number of complaints.

- The largest was on Runway 16, departures to the south and 34 arrivals.
- Most complaints were from Newport, Yarraville, Sunshine and Keilor.
- We tend to see complaints on unusual movements where there is an intervention from air traffic control to take them off the flight paths.
- Community engagement complaint from the Newport community.
- Newport has put forward a suggestion to change the standard flight path that has been in place since 1995. There is only so much we can do in regard to this since the decision was made.
- May encourages the community to look out for what Melbourne Airport is doing.
- Flight path changes go through environmental screening and community engagement. We follow Airservices Community Engagement Standard published September 2023 on all flight path changes. This dictates the timeframes on any flight path change depending on the scale of impact. Standard flight path changes are a level one which is the largest impact. End to end this would take three years to complete the engagement.
- Everything we do now takes the third runway into consideration and is in tandem with the airport.
- Every month Airservices releases an aviation network overview. Talks about economic and social factors. This is probably most interesting for industry customers. In this monthly report we report on aircraft noise complaints.
- Brisbane had very high complaints in December given weather.

**Q:** Is it just Melbourne included in this?

**A:** Yes, I think it is just Melbourne Airport, but I will double check this.

## 6. Noise

- Kim suggested we may not need this standing item, since so much of what we have to do in the next year is based around noise. She also suggested members could notify before meetings if there was something specific to be raised. There was general agreement.

## 7. Other items

### Round the room

- Joanna responded to the question about housing. She noted the Departmental webpages have a 3D engagement portal and interactive map of Melbourne and regional Victoria. You can find further information here: <https://www.vic.gov.au/more-homes>
- There are draft targets for the government, and we will publish materials in 2025 as the plan is finalised. All the activity centre locations are included online.
- A lot of the work is concentrated around existing train stations.
- The links on the website speak through regional Victoria growth areas.
- There is a ten-year pipeline available.
- The government and Minister for Planning will make decisions on all the work and how they are regulated through the planning scheme.

**Q:** Consolidation seems to be in inner middle and established suburbs. Not a focus to increase density around the airport?

**A:** Concentration is in the bounds of where we already planned for. There are locations near the airport that will grow but they have to consider airport restraints. It is our obligation as the State to communicate the risks that could impact airport operations. We are finalising further implementing requirements. To anyone who needs to make a decision with MAEO there is a longstanding policy position and commitment to make clearer the rules.

- Matt provided an update on the East Melbourne Taskforce. It was set up by the Minister in the middle of last year. Long time of complaining about two issues – flight paths to Melbourne airport and general aviation. The group had solutions about what could be done and about the regulated airspace above Melbourne.
- Minister set up group to assess this and make recommendations to the Minister. Report went to Minister after Christmas, and they are awaiting a copy of the report from the Minister. It was a Commonwealth taskforce headed up by a senior department officer. Matt hopes it won't get lost with changes with the election.
- They have asked for a copy from their local member but received no response yet. Taskforce couldn't provide as up to the Minister to release the report, and we are happy to share once we have it.
- Steve Finlay noted there are three new Melton Councillors, and we are busy inducting them.
- Kim noted the final ToR for CACG had been circulated. Main change after last discussion was tidying up the recruitment process to make it clear we want to maintain experience during any changeover. Fred had suggested community members having four-year terms, but the airport doesn't want the Chair and members to be changing at the same time. To reach a middle ground, the Chair's position will be advertised every four years starting this year, and half the community positions will be advertised this year for three years, with the other half advertised 18 months later. We will make sure we have a good onboarding process.
- The meeting agreed to adopt the ToR. They will go on the website.
- Maggie requested dates for the out of session meetings to be put in as early as possible.
- This is Matt's last meeting. Kim thanked Matt for his input on behalf of CACG and the airport and noted appreciation for his efforts. Greg will be attending in future.

## 8. Close

Kim thanked everyone for attending and their contributions to the discussion and closed the meeting at 1:14 pm.

Next meeting is scheduled for 20 May 2025, 10am-1pm, Novotel Melbourne Airport, 1 Grants Road.

### Summary of new actions

#### New Actions

No.	Date	Action requested	Responsible person	Deadline	Outcome
1	18/02/2025	Is 36 Church Street in Keilor on the Brimbank Heritage Register or Victorian Heritage Register	Rosie	May CACG	Closed. Subsequent to the meeting it was established the building is on the Brimbank Heritage Register
2	18/02/2025	Confirm if the graph on Slide 8 was referencing	May	Prior to May CACG	

No.	Date	Action requested	Responsible person	Deadline	Outcome
		Melbourne Airport only or including Avalon and Essendon			
3	18/02/2025	Community health experts to share an example of work they have done with community	Community Health Experts	Prior to May CACG	

#### Past Actions

No.	Date	Action requested	Responsible person	Deadline	Outcome
1	19/11/2024	Confirm if the airport will be liaising with the state government about displacement of kangaroos	Gigi	February CACG	
2	19/11/2024	Confirm if the new CACG guidelines suggest a model terms of reference in the new White Paper	Braden	February CACG	Closed
3	19/11/2024	Update on the Senate Inquiry	Braden	February CACG	Closed
4	19/11/2024	Update on CACG third runway submission	Rosie	February CACG	Closed
5	19/11/2024	Provide further detail on the broader suite of airport developments and in particular terminals	Edward	May CACG	Closed
6		Create a page on CACG members with contact emails	Shantelle	ASAP	Closed
7		Presentation on terminal upgrades		May CACG	
8		ICAO presentation		TBC	

Attachment presentations (sent to members week previous)

- Melbourne Airport
- Community Health Study Experts
- Airservices Australia

# MELBOURNE AIRPORT

An aerial night photograph of Melbourne Airport. The terminal building is centrally located, illuminated with warm lights. Numerous aircraft are parked at gates and on the tarmac. Runways and taxiways are visible, some with green dashed lights. The city of Melbourne is visible in the background, with its lights glowing against the dark sky. The overall scene is a busy airport at dusk or night.

# Melbourne Airport

CACG Update

18 February 2025



# Operations

Edward Martin

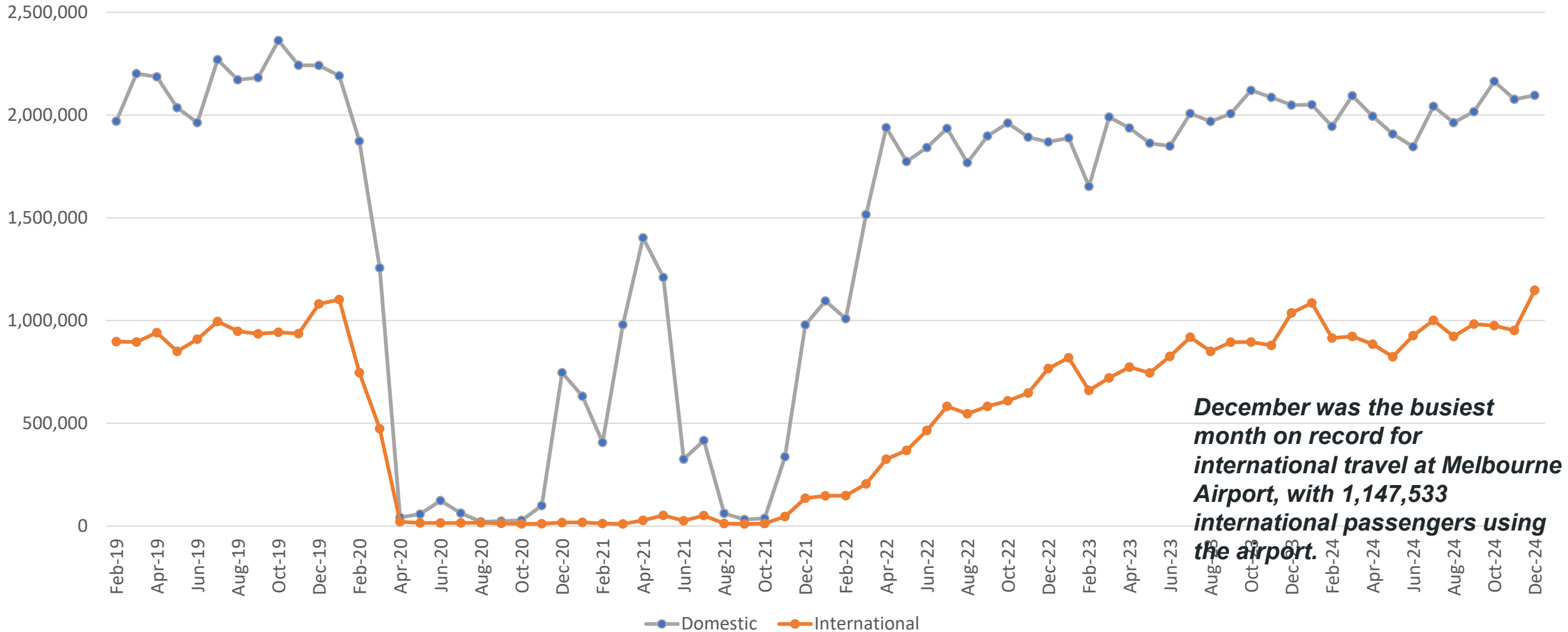
Head of Public Affairs

**MELBOURNE** AIRPORT



# Airport Operations – Passenger Trends

## Melbourne Airport Passenger Numbers



# Domestic Update

## Naarm Way Stage 2 works continue

- Stage 2 progressing well – creating efficient drop-off and pick up zones for T123. Includes pedestrian bridge and exit ramps to help travellers move quickly and easily between car park and terminals.

## Online Mobility Hub

- We have launched our online mobility hub to provide travellers with accessibility or disability needs and provide information needed to plan their trip through the airport.
- You can access our mobility hub here: [Online Mobility Hub | Melbourne Airport](#)



# International Update



## Delta Air Lines

- Launching Melbourne to Los Angeles – services begin early December 2025  
3 flights/week

## T2 Expansion

- Advancing a major expansion in our international terminal (T2), following 12 months of engagement with airlines to deliver increased terminal capacity and an enhanced experience for passengers.

## International bilateral service agreements

- Fiji, Korea, Philippines and Indonesia remain the priority markets for the Commonwealth

# Planning

Rosie Offord

Head of Master Planning

**MELBOURNE** AIRPORT



CACG briefing

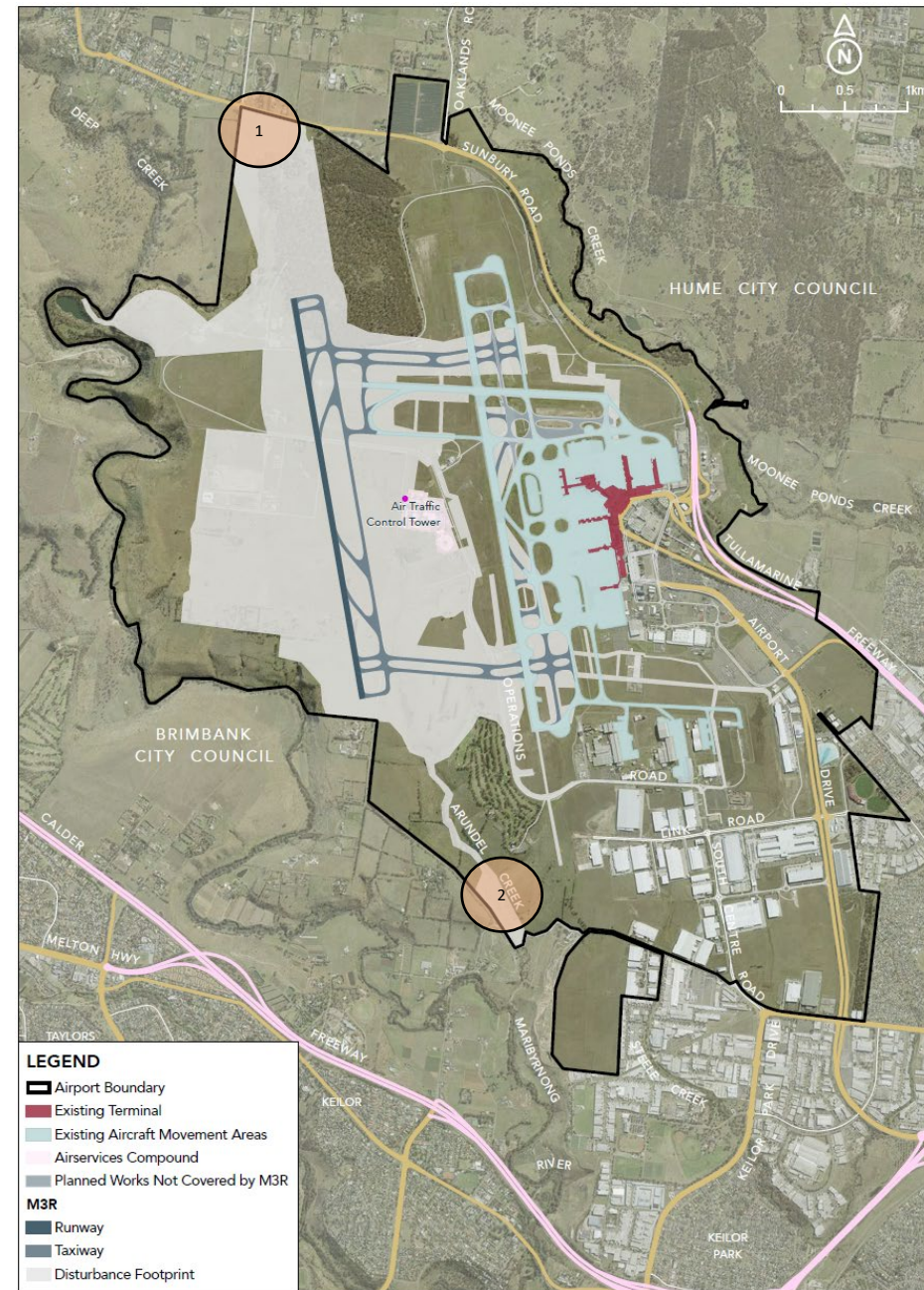
# Melbourne Airport's Third Runway – update

**Eastern Extension Project (EEP):** design progressing, MDP work beginning

**Noise Sharing and Airspace Concept Plan (NSACP):** tenders received for independent consultants. Scope being finalised with DITRDCA, Airservices and Essendon Airport.

**Community Health Study:** independent community health expert appointed to develop scope.

**Delivery:** begin early works in April 2025 (Northern Access Route (1), Arundel Creek Treatment Facility (2))



# Main Works

- A request for expression of interest (EOI) to select contractors was released in late October 2024
- Complete tender process to stretch until around March 2026
- Construction works expected to commence in mid 2026
- New runway is expected to commence operations in 2031



# M3R Commitments register and reporting plan

## From M3R MDP conditions:

*“During the Works, APAM must.....provide progress reports to each meeting of the Melbourne Airport Community Aviation Consultative Group (CACG) on the implementation of the Commitments contained in the M3R MDP Commitments Register.”*

## APAM will:

- triage our update according to CACG’s role in the commitment/project condition i.e. the NSP and Community Health Study.
- If there’s a key theme in the commitments register that’s timely and relevant during the delivery of works such as E&C.02 or E&C.04 then we can speak to it briefly.
- APAM also has quarterly commitments register meetings with DITRDCA, ABC and AEO (who have “real-time” access)

REF.	SOURCE
<b>DESIGN AND DELIVERY</b>	
D&D.01	Construction Management Plan (CMP)
D&D.02	Construction Traffic Management Plan (CTMP)
D&D.03	Eastern Extension Project
D&D.04	Operational Readiness
D&D.05	Regulatory Process
<b>NOISE AND AIRSPACE</b>	
N&A.01	Noise Amelioration Plan/Program (NAP)
N&A.02	Noise Sharing and Airspace Concept Plan (NSACP)
<b>ENVIRONMENT MANAGEMENT AND SUSTAINABILITY</b>	
E&S.01	Construction Environment Management Plan (CEMP)
E&S.02	Construction Noise Management Plan (CNMP)
E&S.03	PFAS Management Plan
E&S.04	Heritage - Cultural Heritage Management Plan (CHMP) and European Heritage
E&S.05	Offset Management
E&S.06	Sustainability Management
<b>ENGAGEMENT AND CONSULTATION</b>	
E&C.01	Construction Awareness
E&C.02	Airspace Development
E&C.03	Dissemination of Information
E&C.04	Ongoing Community Engagement -General
E&C.05	Community Health Study
E&C.06	Noise Monitors
<b>OTHER</b>	
OTH	Other



# Commitments: Overview of key developments

Noise Sharing and Airspace Concept Plan: schedule includes all relevant commitments made on airspace design and noise sharing.

CEMP/CTMP: requirements included in relevant delivery contracts.

EEP: design continues

Community and stakeholder engagement: requirements included in M3R engagement strategy

M3R MDP and supp reports published

# Runway 16/34 closures for maintenance works

Continuing regular maintenance works on Runway 16/34 in March and May 2025 and require closures for Runway 16/34.

The Works include:

- Removing and replacing Movement Area Guidance Signs (MAGS) as part of our MoS Non-Compliance project
- Runway 16/34 operational maintenance
- Diamond Grinding & Regrooving of Runway ends

The scheduled closures are as follows:

- March 16, 23 & 30 1am - 6am
- May 2, 3, 9, 10, 11, 16, 17, 23, 24 and 25 11:59pm - 5am
- March 14, 21 & 28 11:45pm – 5:45am

There is also an extension to the standing airfield maintenance closure March 17 & 24 1am – 3:25am

# Elite Park

- Elite Park is an entertainment, leisure and retail precinct.
- The 32-hectare site, located between the Tullamarine Freeway and Airport Drive, is expected to support 2,140 jobs across a range of industries that will largely be filled from nearby communities in Hume and Brimbank.
- Draft Major Development Plan was submitted in January 2025 for Ministerial consideration
- Subject to Federal Government approval, Elite Park will be developed in three stages over approximately nine years, with development due to commence in 2025. The first new tenants are expected to be welcomed by the end of 2026.



# Planning matters

## Planning applications

- 36 Church Street, Keilor VIC 3036 – childcare centre in MAEO1, at VCAT.
- 32A Green Gully Road, Keilor VIC 3036 – amendment to planning permit from 2021, now includes childcare centre and changed accommodation

# Community engagement

Shantelle O’Riordan

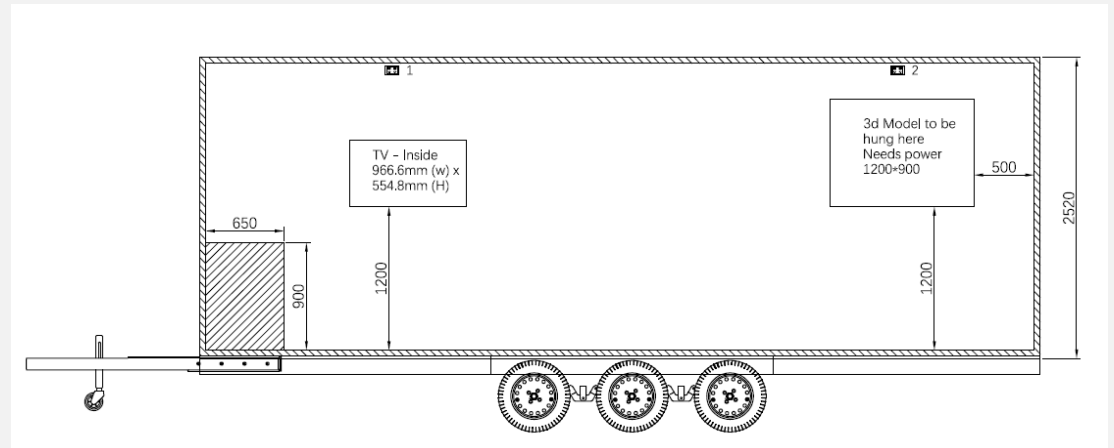
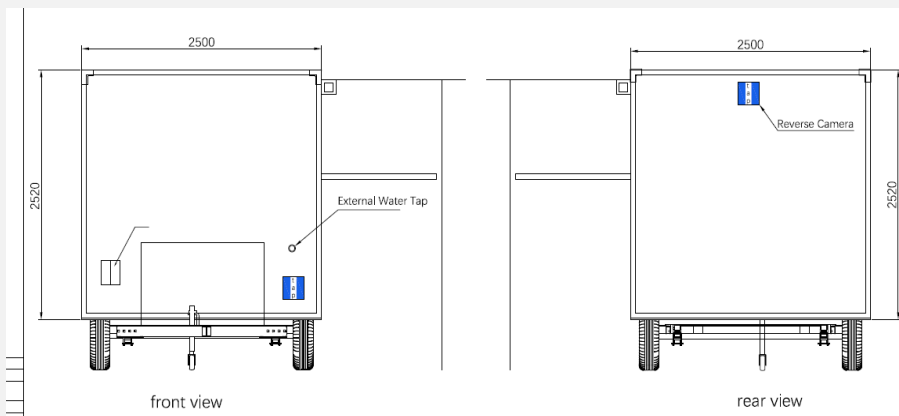
Community

**MELBOURNE** AIRPORT



# Mobile information trailer update

- Our mobile, walk-through information van will enable greater reach and engagement with communities beyond our current community pop-ups
- We will use this at community pop ups, events and for school incursions
- Our mobile trailer is expected to arrive and be ready for use in March
- We have engaged Wurundjeri artist Alex Kerr to complete the artwork with Aunty Joy



# Engagement Update

- We have prepared our Comms and Engagement Strategy from now until the runway opening in 2031. Airservices have been consulted on our plan and engagement activities.
- The engagement plan for the Noise Sharing Plan will be prepared in 2025.

## Community Virtual Assistant

- The community virtual assistant MEL is live and can be accessed through our website, signage at pop ups and within the community, as well as through advertising on airport screens.
- The virtual assistant knowledge base will be updated as the Noise Sharing Plan, Noise Amelioration Plan etc.

## Community feedback

What are the key things we have been hearing from our community?

- Aircraft Noise – general disruption, sleep disturbance and possible flight path changes
- Third Runway – noise levels, health impacts and environmental impacts
- Public transport to the airport – rail connection and bus links
- Noise Amelioration Plan

Community inbox:

- Enquiries about job vacancies, work experience and internships
- Requests for further assistance beyond the boundaries that airline staff can accommodate

# Community Giving Fund

- Moonee Valley City Council : Jet Aircraft Box Wards Children's Activity at the Mediterranean Fiesta Community Festival
- Niddrie Senior Citizens Club: Getting Niddrie Senior Citizens Club Out and About
- Probus Club of Avondale Heights: Assistance with funding activities
- Footscray United Rangers Football Club: Growing Girls Football
- Moonee Valley YMCA Gymnastics: Empowering Minority Communities Through Gymnastics
- Caroline Chisholm Society: Material Aid Program



[www.melbourneairport.com.au/community-grants](http://www.melbourneairport.com.au/community-grants)



# Community pop ups

- Since last CACG:
  - Sunbury Street Festival
  - St Albans Lunar New Year
  - Sunshine Lunar New Year
- Upcoming:
  - Craigieburn Festival – March 1st 2025
  - Mediterranean Fiesta – March 23rd 2025



## Jobs update

Job vacancies within the airport precinct have reduced to less than 200

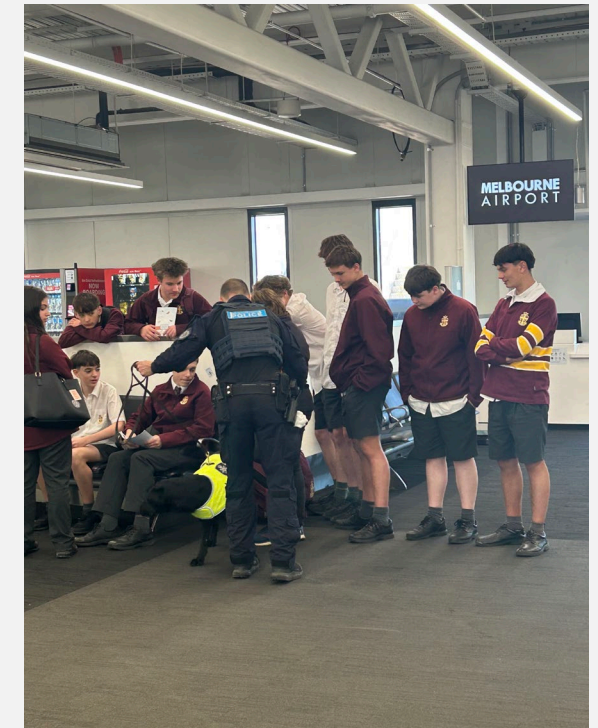


# School tours

Disability Care Groups: 3

Primary and Secondary Schools: 7

Tertiary Institutes: 3



# Noise Amelioration Plan and Program

Laura Brannigan

Head of the Noise Amelioration Plan & Program

**MELBOURNE** AIRPORT



# Noise Amelioration Plan & Program (NAP&P)

**Condition**

- 'Plan' approved by Minister by September 2026
- 'Program' delivers Plan (complete within 12 years)

**Scope**

- Consultation with Hume & Brimbank, VIC DTP, CACG and community

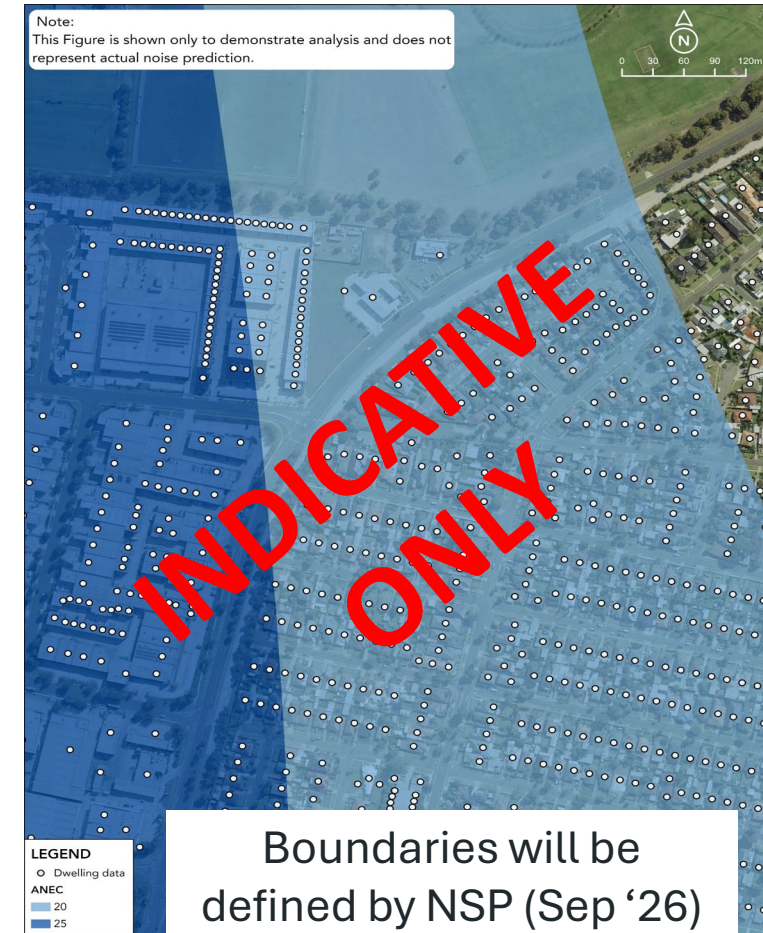
Property type	Eligibility Estimate
Residential – ANEF25+	~750 (Hume & Brimbank)
Residential – ANEF30+	~30 (Hume)
Sensitive facilities	TBC (Brimbank)

**Current Work In Progress**

- Objectives statement
- Website, early resources & benchmarking research
- Consultation frameworks
- Detailed requirements for determining final scope

**'Asks' for CACG**

- Recommendations for consultation methods / forums / strategies ?
- What types of public information would be most useful ?
- What involvement / influence would the CACG like ?
- Anything else I should factor ?



# M3R Supplementary Report

CACG Submission

**MELBOURNE** AIRPORT



CACG briefing

- 2,128 ‘submissions’ were received by the M3R public exhibition
- Submissions were classified against a set of ‘Themes’ and ‘Issues’ so that collective consideration could be demonstrated
- All submissions were included as Appendix 4 to the Supplementary Report in our application to the Minister for approval
- The M3R Supplementary Report was published on November 15 on our website [[Third Runway Approved | Melbourne Airport](#)]
- The individual submissions were not published (to protect privacy) but everyone is welcome to a briefing regarding their submission

The CACG submission was received on May 16, 2022.

Here is a summary of how it was included in the Supplementary Report.

# Classifications of CACG Submission

Themes →	Background and Governance	The Project	Engagement and Approval	Airspace and Aircraft Impacts	Community Impacts	Environmental Impacts
Issues ↓	A	B	C	D	E	F
1	Master Plan 2022	Project Justification and Timing	Impact Assessment Methodology	Noise Modelling Methodology	Health Impacts	The Airport Site
2	Airport Lease to Australia Pacific Airports Melbourne	Options and Alternatives	MDP Approval Process	Future Use of 09/27 (East-West Runway)	Social Impacts	Waterways
3	Melbourne Airport Strategies and Plans	General Objection to M3R	Public Exhibition	Draft Runway Operating Plan	Compensation	Ecology (On-Airport)
4	Forecasts and Growth	General Support for M3R	Online Engagement	Flight Path Design	Noise Mitigation	Indigenous Cultural Heritage
5	Australian Climate Change Policy	Interaction with Other Melbourne Basin Airports and Operators	Detailed Airspace Design and Airspace Change Processes	Noise Projections	Economic Activity	European Heritage
6	Environmental Management Framework	Construction		Flight Safety Hazards	Employment	Air Quality
7	National Airports Safeguarding Framework (NASF) Guidelines			Aircraft-Induced Vibration	Public Space Amenity and Ecology (Off-Airport)	Airport Contribution to Climate Change
8	Off-Airport Planning Controls				Off-Airport Road Network Performance and Plans	EPBC Act and Offset Management Strategy

# *Mentions of CACG submission in Supplementary Report*

Issue A7 (NASF Guidelines)

A7.3 pg 116

The CACG submission states:

*“CACG recognises ‘safeguarding’ is regarded as protecting MA from community impacts. But how is this balanced with protecting the community?”*

[A7.3 pg 120]

The CACG submission states:

*“The MDP shows that in 2026 the outer area of the southern Public Safety Area (PSA) is extending into some residential areas. What specific actions did MA take to notify affected properties that this is the case?”*

A7.5 APAM Position pg 121



# *Mentions of CACG submission in Supplementary Report*

Issue B6 (Construction)

B6.3 pg 174

The submission from the Community Aviation Consultation Group, Melbourne Airport, noted the importance of providing realistic completion dates to help manage public expectations:

*“MA initially estimated M3R’s completion to be in 2026 but subsequent messages from MA have indicated the completion is delayed. CACG acknowledges that this is subject to government approval and a variety of other factors. However, this information on media report can give rise to expectation on the completion date.*

*What would be ways in which MA can provide more realistic estimation and manage public expectation?”*

B6.5 APAM Position pg 175

# *Mentions of CACG submission in Supplementary Report*

Issue C1 (Impact Assessment Methodology)

C1.3 pg 182

The CACG's submission includes:

*“Who prepared the health impact assessment? The chapter includes very limited scope and findings. How was the scope determined?”*

*“CACG notes the assessment of impacts is predominantly ‘permanent’. How has the study considered potential long term ongoing impacts? Examples could be: stress, hypertension, asthma, long term use of medications; or affected people relocating from their homes to other areas.”*

*“It appears the noise modelling focus of MA’s planning (and subsequent costing) does not highlight worst case scenarios: this is normally a part of risk management. Would MA please clarify why this is the case?”*

*“What is MA doing to ‘futureproof’ their 2022 assessments of future noise and the potential risks to their operations? For example: it seems likely the ANEF/MAEO to the west could extend when and if the 4th (east/west) runway is constructed.”*

C1.5 APAM Position pg 183

# *Mentions of CACG submission in Supplementary Report*

Issue C3 (Public Exhibition)

C3.3 pg 198

The Melbourne Airport Community Aviation Consultation Group posed a number of questions regarding the public exhibition:

*“CACG notes that the voluminous material available has only 21 pages on Stakeholder Engagement of which less than 250 words concerns actual feedback received during the engagement: and there are no responses to those issues.*

*61. Did the airport produce more comprehensive reports on consultation?*

*62. If not, why not, and if so, why have they not been released?*

*63. How was feedback provided to those involved in the engagement and the wider community?*

*CACG acknowledges the consultation for the MDP and M3R has been much more extensive than previous consultation programs. However, it relies on the community to recognise they may be affected by future impacts. CACG is concerned that planning material can be difficult for lay people to interpret; and that information delivered to the wider community is often seen more as ‘news’ or even advertising about the airport’s growth. ...[continued next page]*

# *Mentions of CACG submission in Supplementary Report*

Issue C3 (Public Exhibition)

C3.3 pg 198

*...Many may be adversely affected in ways that have not been brought to their attention. This could include increased flights over their homes, impacts on their ability to develop their properties, or ground traffic issues.*

*64. Will MA undertake to actively advise the community of potential impacts*

*65. What has MA done to ensure community and businesses have an understanding of Australian Standard 2021-2015: Acoustics – Aircraft noise intrusion – building siting and construction?*

*66. Can MA explain why the ‘summary’ documents (those more easily found in the material available to the public) seem to focus on findings that were favourable (ie low or negligible impact) and not mention the higher impacts?*

*67. Has MA noted any changes in community expectations regarding noise, and how have they responded?*

*68. Does MA agree there was no community consultation on this change (in runway orientation): that the engagement was passing on information that the decision was already made?”*

C3.5 APAM Position pg 199

# *Mentions of CACG submission in Supplementary Report*

Issue C5 (Detailed Airspace Design and Airspace Change Processes)

C5.3 pg 207

The Melbourne Airport Community Aviation Consultation Group (CACG) requested information regarding future community engagement on the impacts of new flight paths:

*“Will MA commit to being more proactive in ensuring the community understands the impacts of the new flight paths? This is another area in which doing the minimum required by Airservices does not result in MA being a ‘good neighbour’?”*

C5.5 APAM Position pg 208

# *Mentions of CACG submission in Supplementary Report*

Issue D1 (Noise Modelling Methodology)

D1.3 pg 225

The submission from the Melbourne Airport CACG queried that the modelling does not highlight the worst case scenario and whether the airport would consider taking a more active position on noise monitoring:

*“It appears the noise modelling focus of MA’s planning (and subsequent costing) does not highlight worst case scenarios: this is normally a part of risk management. Would MA please clarify why this is the case? ... Would MA consider taking a more proactive position on noise monitoring, specifically by installing noise monitoring equipment?”*

D1.5 APAM Position pg 225

# *Mentions of CACG submission in Supplementary Report*

Issue D2 (Future Use of 09/27 (East-West Runway))

D2.3 pg 236

Melbourne Airport CACG provided the following question as part of their submission:

*“If the third runway is constructed in the proposed location, what options are there to increase use of the east/west runway(s) and/or impose operating restrictions on the north/south runway(s) to provide respite to communities north and south of the airport?”*

D2.5 APAM Position pg 238

# *Mentions of CACG submission in Supplementary Report*

Issue D3 (Draft Runway Operating Plan)

D3.3 pg 271

The submission from CACG draws references to opportunity for noise sharing and respite through operating strategy measures:

*“47. The studies assume the primary operation will be the parallel north/south runways – ie there is little opportunity for noise sharing. Has MA adequately considered the possibility of night curfews to provide respite?”*

*48. If not, what would trigger such a consideration?*

*49. If the third runway is constructed in the proposed location, what options are there to increase use of the east/west runway(s) and/or impose operating restrictions on the north/south runway(s) to provide respite to communities north and south of the airport?”*

D3.5 APAM Position pg 275



# *Mentions of CACG submission in Supplementary Report*

Issue D4 (Flight Path Design)

D4.3 pg 301

The Melbourne Airport CACG submitted the following questions with reference to the design of flight paths:

*“45. Will MA commit to being more proactive in ensuring the community understands the impacts of the new flight paths? This is another area in which doing the minimum required by Airservices does not result in MA being a ‘good neighbour’?”*

*46. Is MA actively seeking to have flight path designs which place priority on minimising impacts on residential communities?”*

D4.5 APAM Position pg 304

# *Mentions of CACG submission in Supplementary Report*

Issue D5 (Noise Projections)

D5.3 pg 355

The submission from Melbourne Airport's CACG includes the following references to noise projections:

*“39. MDP acknowledges moderate sleep disturbance from increased noise. What measures are proposed to reduce or mitigate this?”*

*Noise impacts on schools are considered negligible. Yet by 2026 Keilor Primary School will experience overflights 50-100 aircraft at 70dBa+ during the hours of 9-3. This equates to a flight every 3.6 to 7.2 minutes.*

*40. How is MA addressing its social licence obligations when no noise attenuation is considered in this circumstance?”*

D5.5 APAM Position pg 356

# *Mentions of CACG submission in Supplementary Report*

Issue D6 (Flight Safety Hazards)

D6.3 pg 370

The submission from Melbourne Airport CACG included references to public safety areas:

*“54. The MDP shows that in 2026 the outer area of the southern Public Safety Area (PSA) is extending into some residential areas. What specific actions did MA take to notify affected properties that this is the case?”*

D6.5 APAM Position pg 371

# *Mentions of CACG submission in Supplementary Report*

Issue F1 (The Airport Site)

F1.3 pg 484

Melbourne Airport Community Action Group (MACAG) and Melbourne Airport Community Aviation Consultation Group (CACG) had questions about legacy PFAS contamination and the potential for migration offsite including:

*“Had the PFAS not escaped its estate, would its presence have any impact on the MR3 MDP?”*

*“What is MA doing about legacy PFAS issues that still need to be resolved? Will the PFASMS be a public document? And what will be the reporting framework for this aspect of the project?”*

*“The MR3 Major Development Plan states management processes for PFAS will have to be developed during the runway construction. We cannot have a repeat of the contaminated soil debacle occurring at the Westgate tunnel project which has resulted in contaminated soil going to Victorian landfill, near our community.”*

*“Table B3.8 reveals approx. 8 million Tonnes of PFAS contaminated soil could be reused – risk of PFAS migration is high. Loss of containment would impact the surrounds and Keilor as well as risk the agricultural operators to the north of Keilor.”*

F1.5 APAM Position pg 486

# *Mentions of CACG submission in Supplementary Report*

Issue F2 (Waterways)

F2.3 pg 490

The CACG submission asks, “What will MA do to improve stormwater treatment and water quality to meet international standards?”.

F2.5 APAM Position pg 490

# *Mentions of CACG submission in Supplementary Report*

Issue F3 (Ecology (On-Airport))

F3.3 pg 495

A submission from the CACG asked how the airport will ensure the minimal removal of woodland as part of the M3R design phase.

F3.5 APAM Position pg 496

# *Mentions of CACG submission in Supplementary Report*

Issue F4 (Indigenous Cultural Heritage)

F4.3 pg 499

The Community Aviation Consultation Group (CACG) submission requests the Cultural Heritage Management Plan (CHMP) for the proposed third runway and findings be made public, including information on APAM's relationships with the relevant indigenous groups in relation to the M3R MDP. They also specifically ask "Does MA propose any means for preserving the history of the Keilor region?".

F4.5 APAM Position pg 500

# *Mentions of CACG submission in Supplementary Report*

Issue F5 (European Heritage)

F5.3 pg 502

The Community Aviation Consultation Group (CACG) submission asked, “Does MA propose any means for preserving the history of the Keilor region?”.

F5.5 APAM Position pg 502



# ToR M3R Community Health Study

Catherine Bennett

Fiona Gray

Ben Cave

Hassan Vally

Roma Yee



INSTITUTE FOR HEALTH  
TRANSFORMATION



Determinants  
of Health

# The Team



Catherine Bennett



Fiona Gray



Ben Cave



Hassan Vally



Roma Yee

## 5. Community Health Study

### Terms of reference

- 5.1 Within 12 months of the date on which the **MDP** is approved, **APAM** must submit a draft terms of reference for an independent long term study into the impacts of aircraft noise on the community in areas surrounding **Melbourne Airport** associated with the ongoing operation of **M3R** (the **Community Health Study**).
- 5.2 **APAM** must ensure that the draft terms of reference for the **Community Health Study**:
- (a) have been consulted with the **Melbourne Airport CACG**, with evidence of consideration of CACG member feedback;
  - (b) set out the methodology for the study that:
    - (i) monitors each of the community health impacts associated with aircraft noise identified in Chapter D3 of the **MDP**;
    - (ii) collects baseline data in relation to each of those community health impacts in the years prior to operations commencing on **M3R**; and
    - (iii) after the commencement of operations on **M3R**, collects data in relation to each of those community health impact on an annual basis for 20 years;
  - (c) provides an annual report and presentation to the **Melbourne Airport CACG** on the progress of the study over its duration.

# Drafting of the Community Health Study ToR

## Aims

- 1) Transparent and robust process.
- 2) Process will take note of expectations of stakeholders e.g. Government, Community & Melbourne Airport
- 3) The ToR will enable the community health study to explore risks to health arising from the operation of M3R, identified by different stakeholders, in indoor and outdoor spaces.

## Actions

- 1) Community consultation, including active engagement with CACG, including concerns about current and emerging impacts that may change during the operation of M3R.
- 2) Review and revise as necessary the Chapter D3 review considering academic evidence and other 'high-quality' studies and current best practice
- 3) Consult with airport Health Impact Assessment experts outside this investigator group
- 4) Engage with experts to inform, refine and validate the scope of potential health impacts to include in the ToR, and best practice monitoring to be included in draft ToR
- 5) Deliver draft ToR

# Stakeholder Engagement Plan

The Plan will form a solid foundation for the 20-year community health study.

## Key components:

- *Objectives and principles:* Define engagement goals and core values
- *Stakeholder mapping:* Identify and categorise stakeholders
- *Negotiables vs. non-negotiables:* Clarify areas for stakeholder input
- *Levels of engagement:* Determine engagement levels (using IAP2 Spectrum)
- *Engagement methods and tools:* Specify approaches and techniques
- *Communication materials:* Outline required materials for effective outreach
- *Feedback mechanisms:* Ensure stakeholder input is addressed and communicated
- *Monitoring and evaluation:* Implement protocols for continuous improvement

## Desk Top Review & Expert Elicitation

- 1) Drawing on the Consultant's expert networks, engage with leaders in the field internationally.
- 2) Build on reviews completed to date and conduct a formal elicitation of key information from experts addressing the scope and important considerations in drafting the ToRs.
- 3) Merge systematic review & stakeholder consultation findings to generate draft list of impacts and measures, and circulate for comment / online survey by experts.

# Indicative Timeline

<b>2025</b>	
<b>January</b>	Inception meeting
<b>February</b>	CACG meeting
	Weekly check-in meetings commence
<b>March</b>	Stakeholder mapping, consultation and STICK-E workshop planning (systems thinking tool for health programs)
<b>April</b>	Short report to CACG on consultation and literature search
<b>May</b>	Ben Cave in Australia
	STICK-E supported CACG/stakeholder workshop
	CACG meeting
<b>June</b>	CACG/stakeholder full day workshop
<b>July</b>	Update CACG on consultation process and STICK-E workshops
<b>August</b>	ToR presented in final draft to CACG with process report

## CACG contact, workshop and reporting preferences



# Thank you

# Airservices Update Melbourne Airport CACG

18 February 2025

# Airservices Update



- Airservices role
- Air traffic movements Melbourne Airport  
Nov 2024 – Jan 2025
- Noise Complaints and Information Service  
(NCIS) update Nov 2024 – Jan 2025
- Australian Aviation Network Overview
- Community suggested improvements

# About Airservices

- A government-owned organisation established by the *Air Services Act 1995*
- Responsible for safely and efficiently managing air traffic in 11 per cent of the world's airspace, as well as the provision of aviation rescue fire fighting services at Australia's busiest airports.
- Regulated by the Civil Aviation Safety Authority (CASA)

**Our purpose, as defined in the *Air Services Act 1995*, is to:**

- Provide facilities and services for the safety, regularity and efficiency of air navigation within Australian-administered airspace. This includes providing air traffic services, aviation rescue fire fighting services, aeronautical information, radio navigation and telecommunications services.
- Promote and foster civil aviation in Australia and overseas.

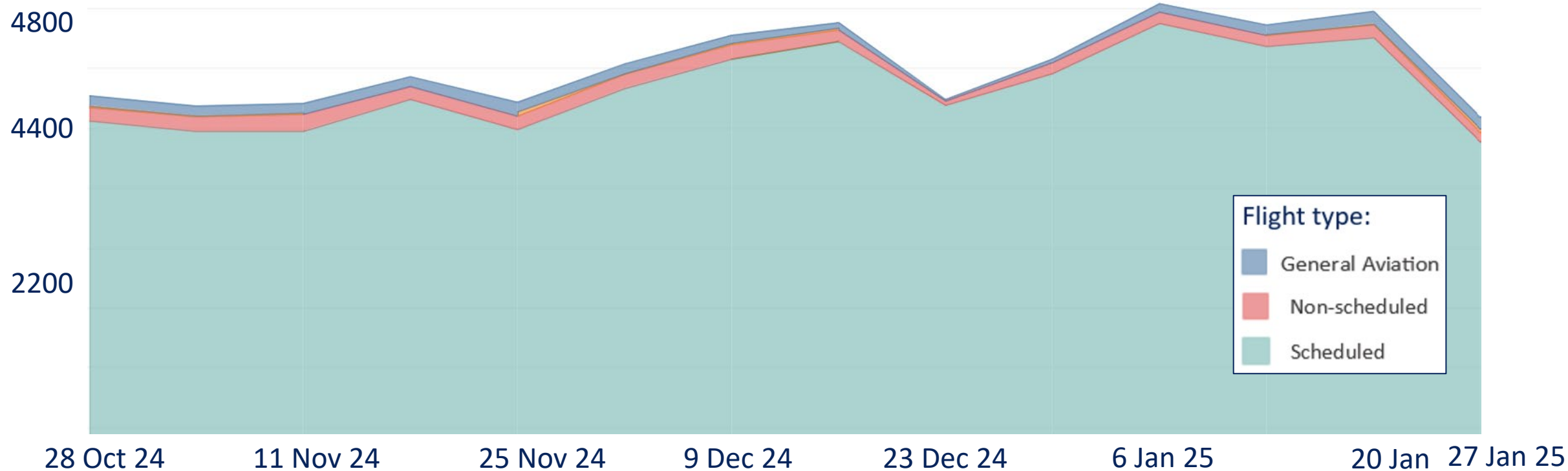
# AIR TRAFFIC MOVEMENTS (WEEKLY)

Peaks:

Flight type	Scheduled
Week of movement	6 Jan 25
No. of movements	4,751

Flight type	Non-Scheduled
Week of movement	11 Nov 24
No. of movements	54

Flight type	General Aviation
Week of movement	20 Jan 25
No. of movements	43



# NCIS UPDATE

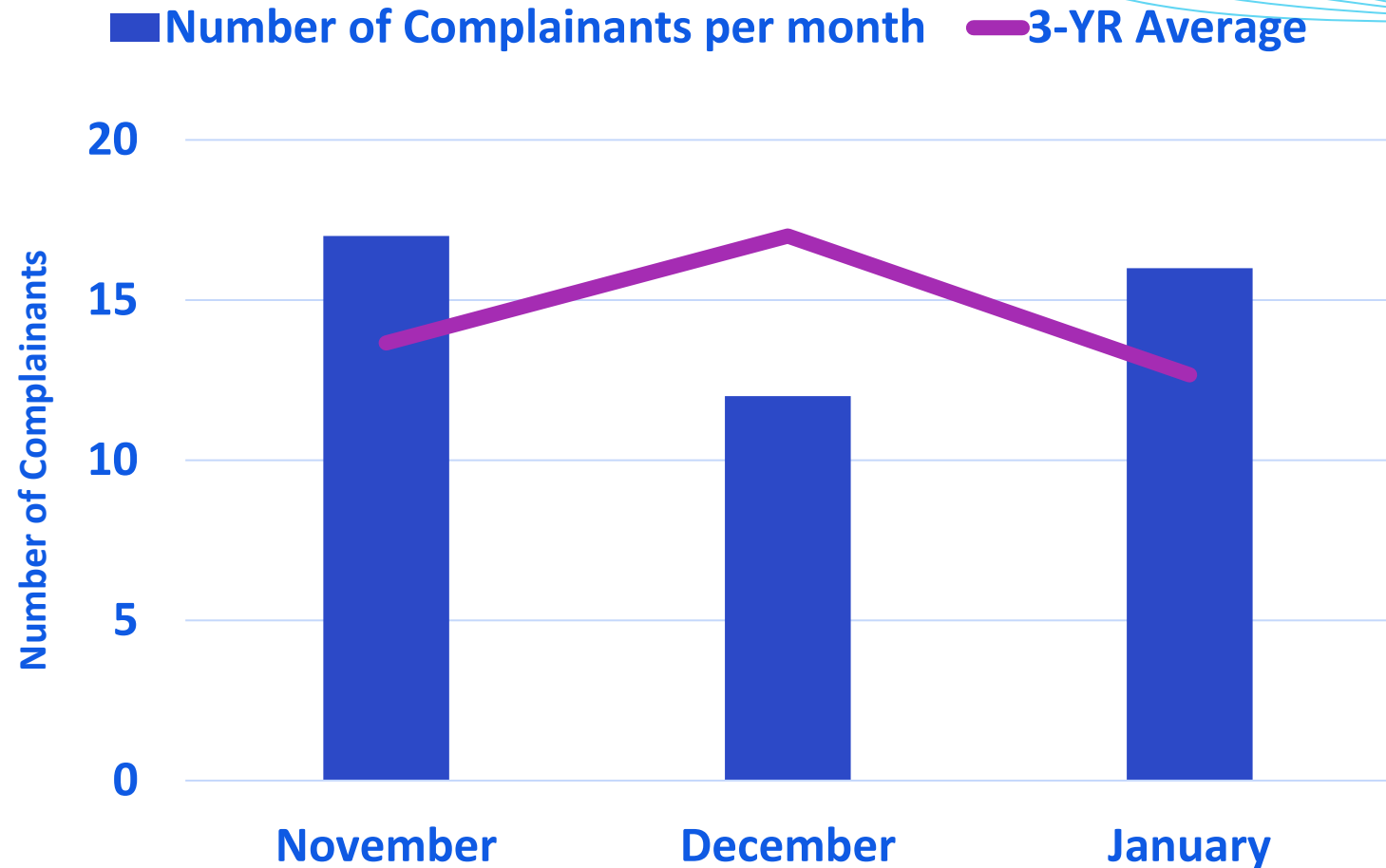
## November 2024 – January 2025

### Complainants

- 37 individual complainants
  - 103 contacts
  - 21 new complainants

### Suburbs

- 26 suburbs recorded complainants
  - Newport – 4
  - Keilor & Sunshine – 3 each
- 19 suburbs recorded a single complainant

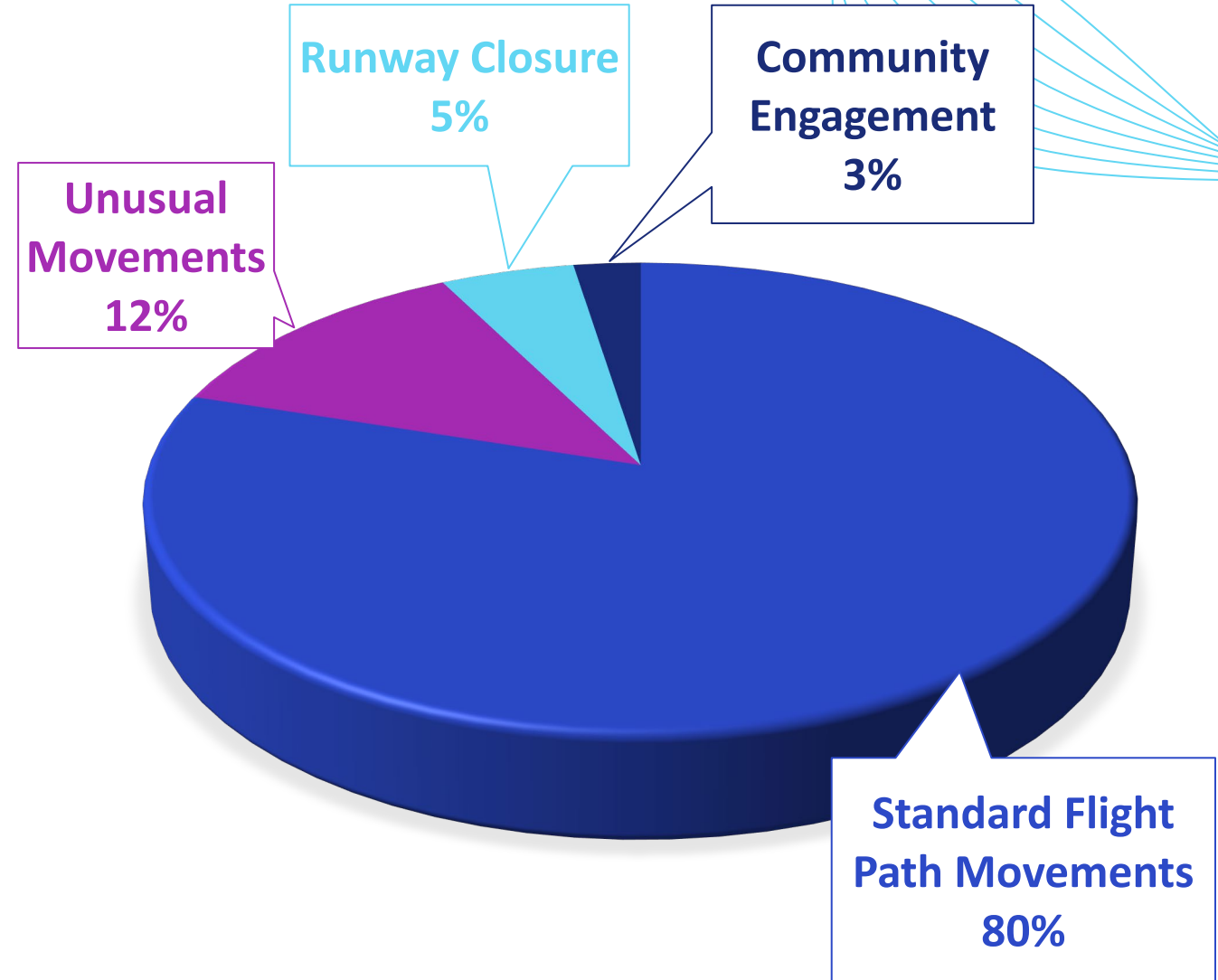


# NCIS UPDATE

## November 2024 – January 2025

### Issues

- Standard flight path movements
  - Runway 16 departures – 13
  - Runway 34 arrivals – 7
  - Runway 27 arrivals – 5
  - Multiple runway directions – 4
  - Runway 09 arrivals – 1
  - Runway 16 arrivals – 1
  - Runway 27 departures – 1
- Unusual movements
  - radar departures – 4
  - traffic management – 1
- Runway closure - 2



# AIRCRAFT IN YOUR NEIGHBOURHOOD – complaints report

- <https://aircraftnoise.airservicesaustralia.com/>
- Enter your address
- Select ‘What flight disturbed me’ and ‘Melbourne complaints report’
- View historical data, filter by airport
- January 2025 now available

COMPLAINT SUMMARY			
Complainants by Suburb			
Overall Total	32	24	
Suburb	Complainants	Issues	
Avondale Heights	1	1	
Braybrook	1	1	
Derrinal	1	1	
Greenvale	1	1	
Ivanhoe	1	1	
Kealba	1	1	
Keilor	1	1	
Keilor East	2	1	
Kingsville	2	1	
Lalor	2	1	

Number of complainants/complaints by airport		
	Complainants	Complaints
Melbourne	32	72

Select airport : Melbourne

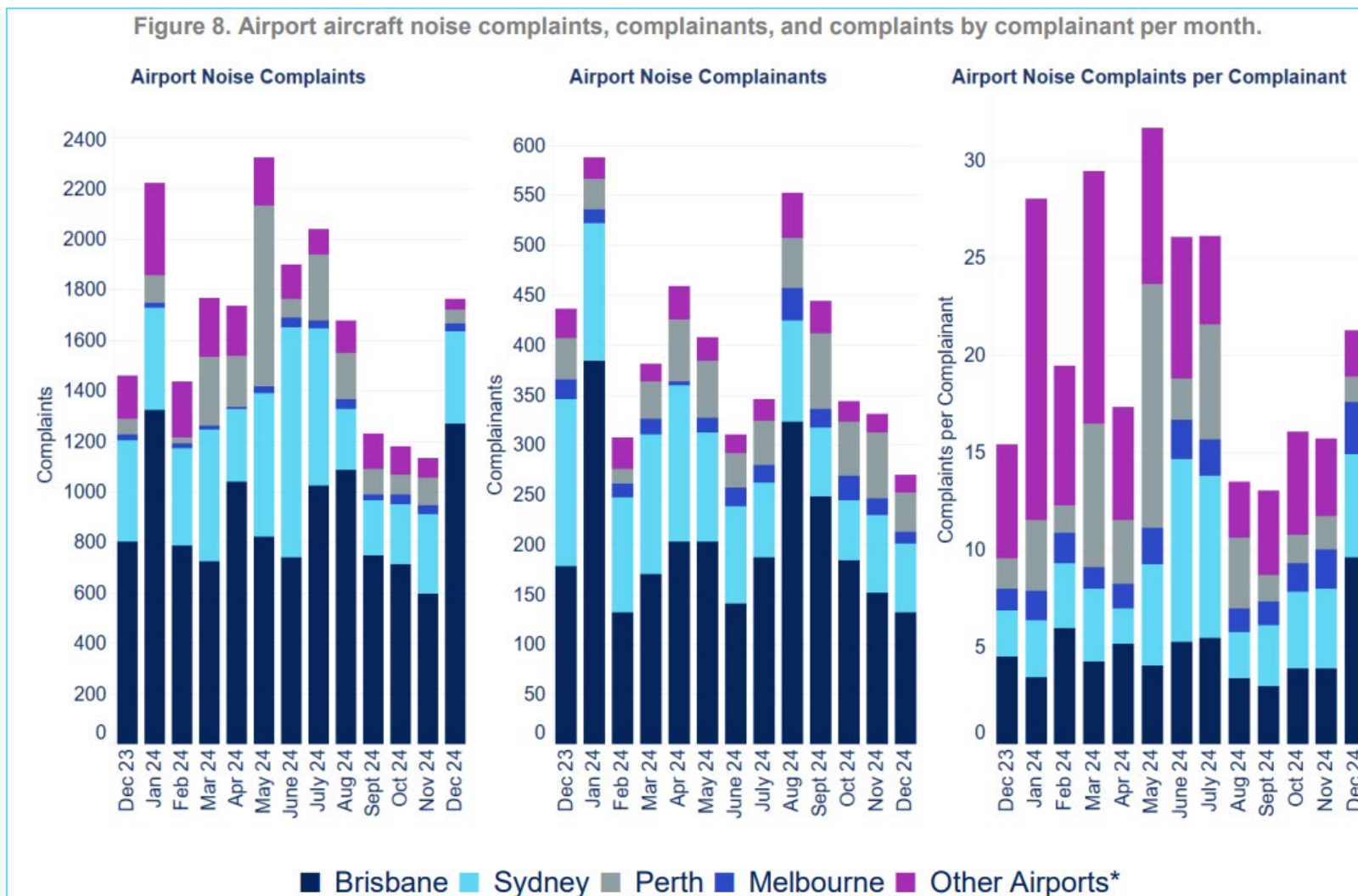
Select date range : 6/1/2024 7/31/2024

Date available between 01/08/2019 and 31/07/2024



# Australian Aviation Network Overview

Figure 8. Airport aircraft noise complaints, complainants, and complaints by complainant per month.



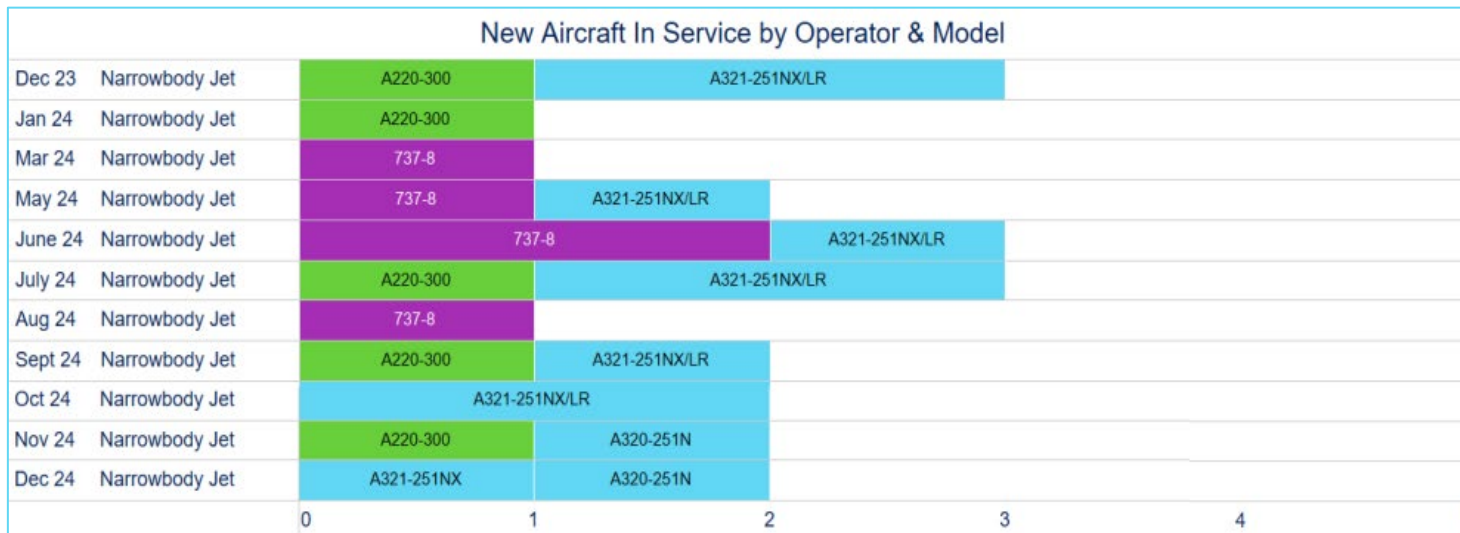
<https://www.airservicesaustralia.com/airservices-australia-releases-december-australian-aviation-network-overview-2025/>

Source: Airservices Noise Complaints and Information Service (NCIS) and Airservices ODAS.

\* Other airports include Ballina, Sunshine Coast, Gold Coast, and Hobart.

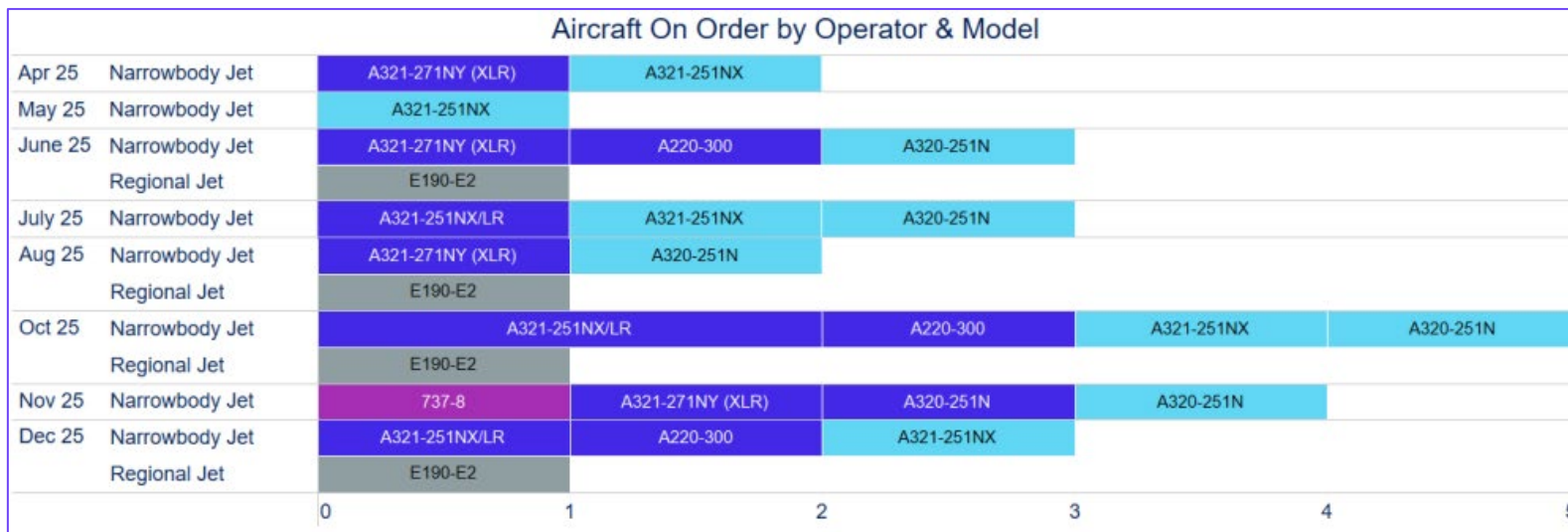
# Australian Aviation Network Overview

<https://www.airservicesaustralia.com/airservices-australia-releases-december-australian-aviation-network-overview-2025/>



Published monthly. Includes:

- State of Australian aviation industry growth
- Australian aviation network performance
- Network trends
- Fleet renewal



■ Qantas Airways ■ Jetstar Airways ■ Virgin Australia Airlines ■ Virgin Australia Regional Airlines ■ National Jet Systems

**THANK YOU**