

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.



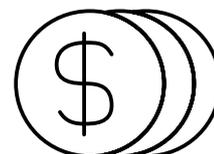
Enable
76 million

passengers to use the airport every year by 2042



Support
37,000

additional jobs in Victoria by 2046

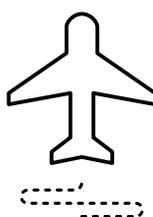


Contribute an additional
\$5.9 billion

to the state economy each year

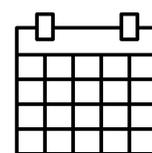


3,000m long



136,500

additional arrivals and departures 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 per cent of freight travels in the cargo hold of passenger aircraft.

Melbourne Airport handles almost 40 per cent of all Australian air freight exports. In the FY2024, almost 250,000 tonnes of freight worth \$23 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.

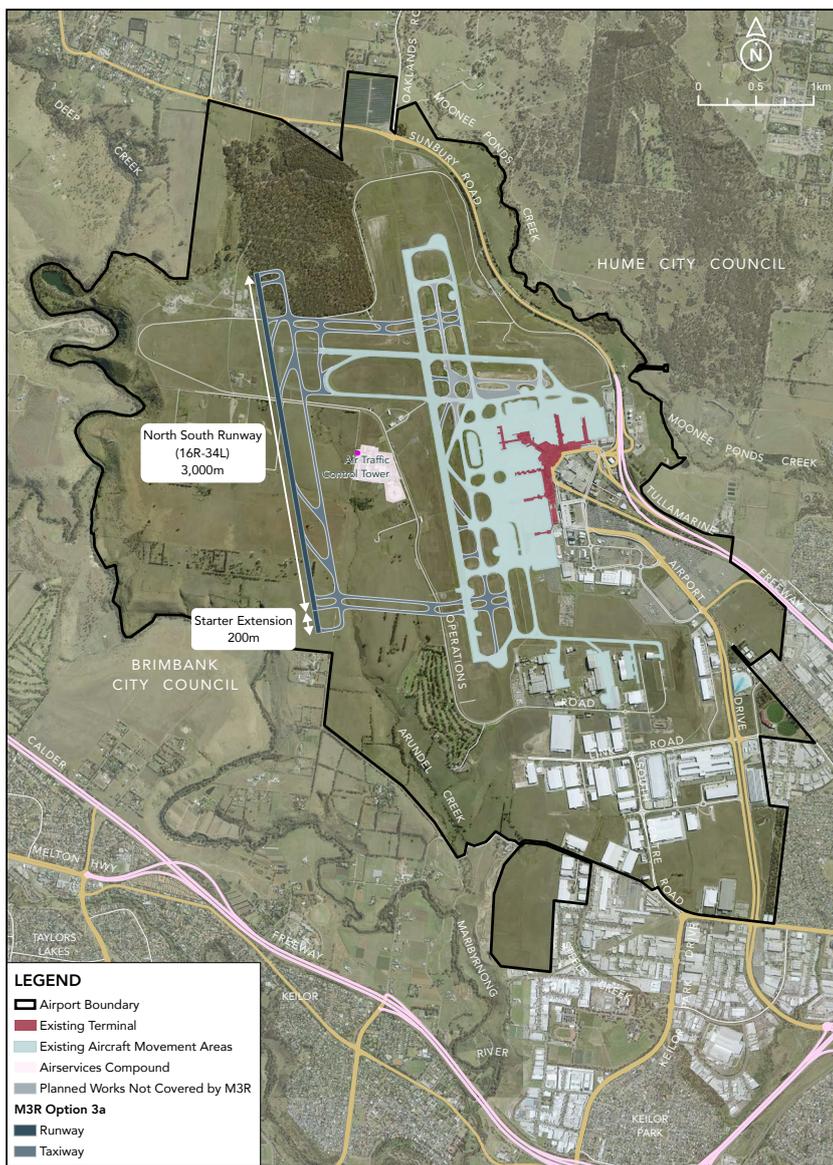
What will the noise impacts be?

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>



Reasons why we need a third runway

Freight and logistics support
248,997 tonnes
 worth **\$23 billion**
 in FY2024

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

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.

Key phases of the new runway project

