

MELBOURNE AIRPORT

Community Aviation Consultation Group (CACG)

Tuesday 19 August 2025, 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
David Cleland		Greenvale
Margaret Giudice		Keilor Downs
Emma Langoulant		Keilor
Victor Ng		South Gippsland
Jane Waldock		Montmorency
Fonda Zahopoulos		Moonee Ponds
Liz Beattie	Victorian Trades Hall Council	Project Officer
Justin Burgess	Brimbank City Council	Strategic Planning Coordinator
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
Tricia Ronquillo	Maribyrnong City Council	Acting Manager City Development
Steve Finlay	Melton City Council	Statutory Planning Coordinator
Petrus Barry	Moonee Valley City Council	Manager City Development
May Li Foong	Airservices Australia	Senior Advisor Community Engagement
Joanna Kormas	Department of Transport & Planning	Manager Statutory (Planning) Policy
Emilie Hoffmann Fattore	Department of Infrastructure, Transport, Regional Development, Communications, Sport and the Arts	Senior Regulatory Policy Officer
Matt Thomas	Noise Sharing Plan team	Trax Asia Pacific
Emily Box		GHD
Professor Catherine Bennett	Community Health Study Expert Team	
Dr Fiona Gray		
Justin Portelli	Melbourne Airport	EGM, Strategy Planning Community
Rosie Offord		Head of Master Planning
Edward Martin		Head of Public Affairs

Name	Representing	From or Role
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

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:

- Margaret Giudice
- Fonda Zahopoulos
- Joanna Kormas
- Victor Ng
- Justin Portelli
- Justin Barbour

2. Update on action items

- Terminal upgrades update deferred to November

3. Late items

- Keilor Primary School

4. Melbourne Airport updates

4.1 Operations and Community, Edward Martin

Aviation

- Pent up demand for international travel remains consistently strong.
- The airport has recorded its busiest financial year ever for international passengers with more than 11.9 million international passengers. A total of 36 million passengers in FY25.
- More than 2 million passengers passed through the terminals during the recent July school holidays.
- Hong Kong Airlines will fly 3 services per week starting in December, 2025.
- Shenzhen Airlines will also commence 3 services per week starting in December, 2025. They will be the 40th international carrier for Melbourne.
- Fiji, Philippines and Indonesia remain in the forward bilateral framework.

SkyBus

- SkyBus is launching new services in the East and West. Melbourne Airport has consistently called for more public transport and connectivity to the airport.

Q: Will new SkyBus services be 24/7?

A: We will confirm the hours of operation.

Q: How many of your workforce catch the SkyBus? As much as it's a good service, I would hate to see pressure come off airport rail.

A: The question was taken on notice.

Airport Rail

- A Steering Committee for Melbourne Airport Rail has been established, and we continue to work through scope, construction impacts and land acquisition. Justin Portelli is the APAM representative on the Committee and it is independently chaired.

Q: Is there a public website on this project?

A: Yes, you can find further information here: [Airport Rail Link | Melbourne Airport](#)

CACG Expressions of Interest

- Update on progress for the EOI process for new members in 2025. We want to ensure the structure, transparency and governance for the CACG membership, in line with the refreshed TOR published in January 2025.
- The TOR staggers EOI dates so we maintain experience and capability but also welcome new voices.
- The selection panel will be the CACG Chair, an APAM representative and a CACG member.

Q: Do you have a list of what you're looking for in members? There needs to be a good representation of geographic areas affected by the airport.

A: It's in the Terms of Reference (ToR) here: [CACGMA revised Terms of Reference FINAL DRAFT 20250113.pdf](#) As an example more representation of CALD communities would be welcome.

Q: There has been criticism that CACG is an arm of Melbourne Airport. You have to be able to show there is thought in the process.

A: The Chair noted we have asked members who were appointed as replacements (i.e. not part of an open selection process) to reapply to ensure there is transparency.

Naarm Way

- Naarm Way Stage 2 is an express link off the Tullamarine Freeway that will enable travellers to bypass any traffic lights. The capacity and efficiency that this delivers for the airport and traveller helps cater for future growth. The project is on track for completion in September 2026.
- The communication to inform travellers is fundamental as we are changing 56 years of behaviour to access the terminal precinct. We are creating awareness so travellers can plan ahead.

Q: How does that connect the wait zone to the new route?

A: The connection remains the same. We will provide a map.

Native vegetation offset approvals

- We received our environmental approvals for our seven offset management plans. We needed this to commence early works.
- There will be disruption along Sunbury Rd as the airport commences early works for the third runway. Sunbury Rd at peak is heavily congested and speed will be reduced to 40km/h. This allows trucks to come in and out of the Northern Access Road. To inform communities, engagement activities have included door knocking to impacted residents; a mailout to communities of Bulla, Sunbury, Diggers Rest and Gisborne; and a pop up in the Sunbury Shopping centre.

4.2 Planning, Rosie Offord

- We are progressing well on the third runway. We commenced preliminary works with cultural heritage salvage starting in the Grey Box Woodland.
- Eastern Extension Project – the deed (legally binding commitment) has been signed and has been confirmed as being to Minister King’s satisfaction.
- Independent consultants Trax and GHD have been engaged on the Noise Sharing Plan and work has commenced. Meetings have been happening with Essendon Airport and community consultation will happen in the coming months.
- Northern Access Road will formalise an access point at the north of the airport for construction vehicles for the third runway project. This work commences mid-September.
- M3R includes the most significant offset strategy of any project undertaken at Melbourne Airport (and possibly Victoria) to date which will be signed off by DCCEEW. The offset plans are now available on our website.
- Approved secondary approval plans are available on our website. Some will be redacted and when the offset management plans are concerned, they are heavily redacted due to the confidential locations of the offset sites.
- The Blasting Trial Management Plan will also be redacted given the sensitivities.
- The Grey Box Woodland is to the north/west of the airport and half being removed as part of the third runway project. APAM is preserving half of the Grey Box woodland into perpetuity, as an on-site offset. The offsets are for habitats for the swift parrot, the growling grass frog, the golden sun moth and striped legless lizard.
- DCCEEW assess the quality and size of the ecological site we are purchasing compared to the site we are removing.
- Overall, we are progressing well against the commitments. We did become aware we had missed two condition deadlines: the publication dates for approved preliminary works and early works construction and environment plan and the blast trial management plan.
- We realised we missed the deadlines, FYI’d the department and have now published them. Subsequent approved plans have been published within the required timeframes.

2027 Master Plan

- A Master Plan is produced every five years and is an obligation on us as a major federally leased airport. We are working on the next Master Plan, which will be published in 2027. It is planned to go on public exhibition next August.
- We are doing a road network strategy as part of this Master Plan. We have engaged ARUP, with the study looking at the whole site, and we are working with DTP.

Q: Hume Council’s submissions on Elite Park was about the local road networks. How is that being considered?

A: The scope doesn’t go as far as the small roads but does cover the intersections where traffic along these smaller roads would access the airport site.

- David noted issues with Mickleham Road.
- It was noted that the airport’s Planning Coordination Forum includes Melbourne Airport, State, Federal and local councils.

Q: In terms of road network strategy is there consideration of airport rail?

A: The Road Network Strategy will record the change associated with the opening of Melbourne Airport Rail. We incorporate the impact it will have on airport traffic.

- Beginning January next year, we are doing overlay works on Runway 09/27. We will work with Airservices on community consultation.
- We sought two additional approvals on minor variations for Naarm Way. One on the overheight vehicle exit ramp was approved on 9 July and the second on the Northern Bridge Link is under consideration by the Minister.
- Elite Park remains under Ministerial consideration.
- We have four new noise monitors: Keilor, Diggers Rest, St Albans and Newport. Our new provider enables us to drill down into much more detail, and we can be more accurate in our reporting.
- We respond to local councils when there is a development in the Melbourne Airport Environs Overlay. The MAEO has certain restrictions on the types of dwellings that can be built. We have had a number of applications in the MAEO1 for a small second dwelling which needs to be moveable.

Q: What is the reason for it being moveable?

A: Presumably to support the MAEO intent, which is to limit the number of people impacted by aircraft noise.

4.3 Noise Amelioration Plan and Program, Laura Brannigan

- We have completed benchmarking and research into precedent and similar schemes around the world. Mitigation has been delivered in different ways. In the next couple of weeks, we expect to have a public facing document on global programs.
- Initial briefings and meetings have taken place with key stakeholders in the Noise Amelioration Plan and Program (NAP&P).
- Letters went out yesterday to elected representatives and council officials whose areas are expected to have NAP&P eligibility. First phase public consultation began on 18th August and will end in November (media releases have been issued, targeted mailouts are being distributed and other efforts to engage will follow).
- ARUP has been engaged to provide acoustic engineering expertise.
- We have been consulting with Cladding Safety Victoria to gather their wisdom and expertise in processes for retro fitting building treatments.
- We are in contact with Western Sydney International Airport about their amelioration program.
- Local team of experts to put together first draft of NAP&P later this year.
- Residential contact letters will start being delivered at around 1100 addresses this week. Distribution is a conservative estimation of the final eligibility zone – contours won't go any further than Hume and Brimbank. Within this specific area the aim is to ensure people know about M3R and NAP&P specifically. Initial piece of communication asks how people would like to be contacted and consulted.
- We are using a range of methods to reach people. Notable that in these areas the demographics are skewing senior, and we also have a lot of culturally and linguistically diverse. We also have hard to reach communities like young families.
- We have had meetings with Keilor Primary School and the State Government education authorities. Keilor Primary is eligible for NAP&P. We aren't waiting until 2026 to get started. We are pursuing cooperation with the Department of Education, the Council, parents and friends' groups and the President of the School Council. The school is a conduit into its community so it's also a great way to engage with the neighbourhood.

Q: Is information the same as in the community newsletter?

A: No, this is separate and much more specific to a targeted area. Recipients of the NAP&P: consultation letter will get a replied paid envelope and can return that way or use the QR code.

Q: What is happening when you have a large distribution of the community newsletter. Why don't people know about the third runway?

A: We know it gets delivered through Australia Post. We have been strategising with the comms team on how else we can reach people to ensure people are informed.

Q: Has doorknocking been considered?

A: In some specific circumstances we do it when it's very targeted. We won't at this stage for NAP&P.

- We are planning opportunities to meet in a variety of times, locations and ways that suit residents.

Q: Will the letter be addressed to the houseowner?

A: We don't have specific names, but the language used is designed to grab personal attention (so it's not dismissed as junk mail).

5. Guest presentations

5.1 Noise Sharing Plan, Matt Thomas (Trax) and Emily Box (GHD)

- GHD and Trax are supporting the Noise Sharing Plan.
- APAM is the project proponent who are responsible for the approval process, Airservices Australia is involved in the technical work of this project – responsible for endorsing draft plan prior to the Ministers approval and have been forward with the acceptance criteria, Trax and GHD are the independent consultants.
- Noise Sharing Plan came out of the Minister's conditions of approval.
- Flight paths and the way flight paths interact with the runway will be part of the design process in the next year and a half.
- Runway operating modes aim to share noise impacts across communities. It is not equitable sharing across all communities.
- Operating mode methodology – how are the runways used, when modes are suitable and how we reduce and manage community impact.
- We have worked through the initiation, framework and terms of reference.
- We are now in initial design and airspace concept development. We are looking at the cross runway put back into consideration.
- We will then move into stakeholder and community engagement from October to December 2025.
- First quarter of next year we go into preferred airspace on the back of community feedback.
- A runway operating mode is how the airport uses its runways for take-offs and landings, depending on factors like weather, wind, and aircraft demand.
- Kim noted it could be helpful to have an explainer at how it works at other airports.
- There are 22 ways the runways can be used. The main idea is to ensure an ATC is managing the airspace and the flight paths are separated.
- We're bringing everything together for the Noise Sharing Plan. Our biggest challenge is explaining runway modes to community as its quite technical. The second part is the flight paths that go with the modes. We are working through with GHD what material we present.
- We will be meeting with people face to face, online webinars, social media videos, fact sheets and videos on our website to break it down.

- Melbourne Airport is also producing a couple of videos on how the airport currently operates to help build awareness, so people are prepared for conversation with Trax and GHD.

Q: Have you modelled any of your work on planning for the fourth runway?

A: The fourth runway is not in our scope. That is part of the airports master planning process.

- We are working closely with Essendon.
- Maggie noted people impacted will find the following most important: information on the status quo, the noisiest days and what the change looks like.
- Kim noted people want to know so they can make informed decisions. The people who live closest to the airport still experience the most impact.
- We are looking at the forecast overtime and that will be a lot more of the information we start to bring you. There will be lots of data as we move forward.
- Kim noted there are wins and losses in the noise sharing. The challenge is getting people to look beyond their own house as this is something for the good of Victoria and it's easy to lose that when we focus on your house.

5.2 Commonwealth Department of Infrastructure, Transport, Regional Development, Communications, Sport and the Arts, Emilie Hoffmann Fattore

Q: What happened from recommendations stemming from the Senate Inquiry and White Paper?

A: Taken on notice.

5.3 Airservices Australia, May Li Foong

- Air Traffic Movements – 4400 – 4800 weekly average
- Weekly movements by market segment
- International has had strong growth and domestic is –2% from July 2025 vs July 2024.
- 59 individual complainants
 - 71 contacts
 - 42 new complainants
- 38 suburbs recorded complainants:
 - Altona North – 9
 - Yarraville – 4
 - Keilor – 3
- 27 suburbs recorded a single complainant

Issues

- Standard flight path movements
 - Runway 34 arrivals were the most significant with 37
- Unusual movements
 - Direct tracking from Hoppers Crossing – 1
- Ground running – 3
- Aircraft in Your Neighbourhood website has had some improvements. You can explore the updated website here: [AsA National Insightfull](#). May would appreciate any feedback from the CACG. There is also a tab on Noise Abatement Procedure (NAP) Reporting which provides a NAP overview, preferred runway use and preferred flight paths (in development).
- NAPs are written for pilots not community, so it is very technical. We have tried to explain this in the best way possible.

- There are new educational videos on Airservices role and how they manage airspace. This is intended to foster public understanding of aircraft operations/operational drivers for changes to meet the travelling public demand.

5.4 Community Health Study (CHS), Professor Catherine Bennett and Dr Fiona Gray

- We can't share a written copy of the draft ToR, at this stage, but we wanted to give you an idea of the scope, structure of community health study, aspects of the methodology and procurement process.
- Principles of community engagement we heard from you – set up in a way that served the community and supported community health.
- This was also a conversation around independence.
- We heard very clearly that trust will depend on community engagement. We also heard a lot about the diversity in communities that surround the airport and priority groups in these communities: children and young people, shift workers and elderly were identified.
- Ideally the TOR is also set up with a community development framework in mind. Seen as important for building trust and reach.
- Importance of flexibility to reflect changes in communities, how aircraft are designed and knowledge about impacts. Adaptive design supports this.
- Right expertise is in the study design; it is being subjected to peer review, and the right stakeholders are being engaged with.
- The study research sustainability is a challenge, requiring a team that is set up to address this over the 20+ years.
- Combination of monitoring routine and collected data and doing other studies around it.
- CHS population: communities where all or part all the Local Government Area (LGA) is impacted by noise, as well as communities within these LGAs that have current or anticipated aircraft related noise at a range of lower levels.
- Comparator populations to collect comparable information from similar communities unaffected by Melbourne Airport aircraft noise.
- Supplemented with dedicated individual-level studies where data not available (sleep disturbance).
- Annual report to APAM and CACG.
- Reports published on Melbourne Airport website.
- Community networks, live reporting, and peer review publication.
- The team looked at expertise and qualifications of community health study team who will be appointed, community engagement and capacity and resources.
- A summary report will be shared with CACG, along with a Community Interviews Final Feedback Report, an Online Community Survey Report and a report on the STICKE workshops.
- The Community Health team thanked CACG for their input since the process commenced.

Q: Health data – how does new hospitals, like the one about to open in Footscray, feed in?

A: That's part of the reason we're interested in using LGAs and using routinely collected data. You get the data by patient postcode rather than by hospital. Australia has moved a lot in the data linkage space, and this is probably one of the areas we will see dramatic improvement. Cohort studies are expensive, so we are trying to find the best mix of ongoing monitoring and intensive bursts of activity.

- Kim thanked the health team on behalf of the group and noted everyone has been impressed with the approach.

6. Other items

Around the room

- Fred noted that at the request of CACG chair he has been liaising with Keilor Primary School for some time concerning anticipated noise issues from third runway operations. Fred noted that Keilor Primary School is the single biggest stakeholder in Keilor Village that sits within the anticipated third runway flight path.
- Fred acknowledged the recent engagement by Melbourne Airport with Keilor Primary School, which has been appreciated by the school. He also noted the earlier difficulties experienced by Keilor Primary School when attempting to open the lines of communication with Melbourne Airport, and more particularly the School Building Authority within the Education Department. Keilor Primary School believes that Melbourne Airport and the School Building Authority have different views/ideas as to how to deal with the school's situation.
- Keilor Primary School's main concerns are noise attenuation for the buildings, provision of suitable outdoor learning, recreation and play spaces, and general uncertainty. While believing that the buildings can be addressed, the school cannot see how suitable outdoor spaces can be provided. In the meantime, the uncertainty that hangs over the school is very debilitating.

Q: Are there a lot of portable classrooms?

A: Yes. Jane noted that will be a significant problem for indoor learning as well as the outdoor challenges. Laura thanked Fred for raising it and acknowledged it is very complicated. Laura wants to ensure all the right parties are at the table to find the best possible solution.

- Laura noted we have touched base with Ben Carroll's office. He is the State Minister for Education and member for Niddrie, and as Keilor Primary School is also in his electorate and portfolio we have offered to engage with a briefing on the NAP&P.
- An action item moving forward will be an update on Keilor Primary School at each meeting.

Q: Can a school operate with aircraft flying over the students. What's a good outcome?

A: It is a high impact area. The State has been having strategic conversations. The airport is seeking to participate in these conversations. There are a lot of factors that come into the decision making.

- Kim noted the school is now getting a voice, compared to when the school were told they couldn't talk to the airport.
- Fred reiterated Plan Melbourne is on his list of issues to discuss at CACG. Maggie noted housing and how it sits near the airport. Kim noted the initial request to discuss was outside of CACG scope, and the group would need to have a think about what that question may look like in relation to airport operations and impact, if it were to be considered for future agenda.
- Liz shared concerns about community consultation fatigue and wants us to consult with a broad range of people.
- Lydia is interested in seeing what voice Macedon Ranges Shire community has with the third runway. Lydia wants to understand how she can advocate for better engagement in this space and whether there is an option to brief/ present to councillors.

- Tricia noted councils have good access to the community and encouraged the airport to reach out to respective council departments. They can provide vital information to impacted community members.
- Petrus and Steve noted there is a lot changing in planning. Steve asked if Laura has thought about reaching out to schools in the area and getting a space in their newsletters. Laura is cautious of making sure the right message lands with the right people. Laura noted there aren't any other schools we will engage with on noise amelioration. Kim noted we can share broader third runway project information in school newsletters. Laura confirmed we are looking at this and other ways we can engage with communities.
- Greg noted East Melbourne Noise Taskforce completed their work and have written to Minister King as they are awaiting her response.
- Emma echoed Liz concerns about consultation fatigue particularly in the Keilor village area.

7. Close

Kim summarised some actions:

- CACG to spread word about the EOI for new CACG members.
- Members, please take the opportunity to look at the websites May suggested. Kim will be in contact before the next meeting so we can provide consolidated feedback.
- Noted feedback on the venue for today's meeting is positive.

The meeting was closed at the Holiday Inn at 12:59pm.

Next meeting is scheduled for Tuesday 18 November 2025.

Summary of new actions

Action item no.	Date	Action requested	Responsible person	Deadline	Closed, or action taken if different to the request
1	19/08/2025	Will SkyBus services be 24/7 and how many of the airport workforce use SkyBus	Ed	Before November CACG	
2	19/08/2025	Map of Naarm Way road changes	Ed	Before November CACG	
3	19/08/2025	Outcome of recommendations stemming from the Senate Inquiry and White Paper	Emilie	Before November CACG	
4	20/05/2025	Were traffic conditions outside the airport that could inhibit access in	Ed	Written response below	

Action item no.	Date	Action requested	Responsible person	Deadline	Closed, or action taken if different to the request
		case of an emergency part of the simulation			
5	18/02/2025	Presentation on terminal upgrades		May CACG	Deferred to November CACG
6	19/08/2025	Feedback on Airservices web changes	CACG members	November CACG	

Attachment presentations (sent to members week previous)

- Melbourne Airport
- Noise Sharing Plan
- Airservices Australia

Written response to action item

Were traffic conditions outside the airport that could inhibit access in case of an emergency part of the simulation?

We are aware of the challenges that Sunbury Road already places on emergency services accessing the site and have plans that allow for multiple points of entry to the airfield. Our emergency management team works closely with the project team to ensure we plan for any impacts the project will have on first responders. We also have onsite emergency services that respond immediately while local support is on its way.

MELBOURNE AIRPORT

Melbourne Airport

CACG Update

19 August 2025



Operations and Community

Edward Martin

Head of Public Affairs

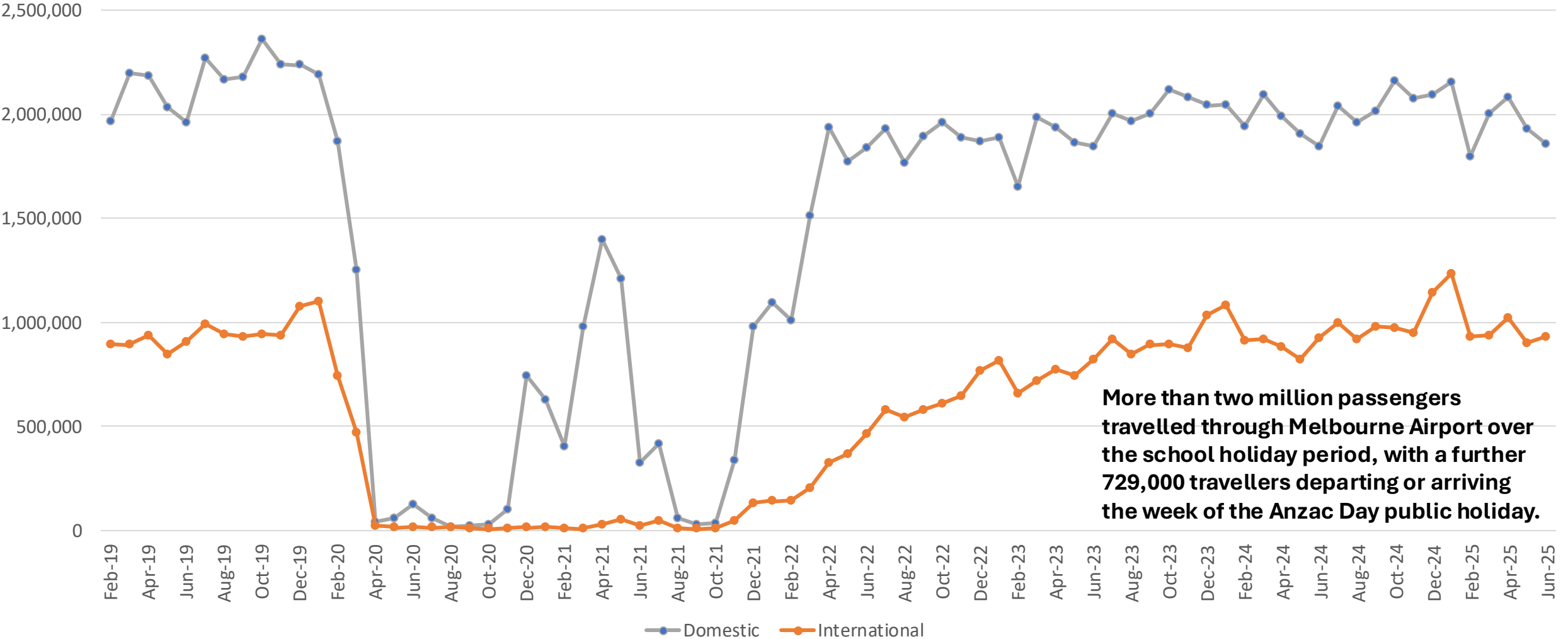
MELBOURNE AIRPORT



CACG briefing

Airport Operations – Passenger Trends

Melbourne Airport Passenger Numbers



Other Updates



Hong Kong Airlines

- Will commence services three times per week to Melbourne in December.
- The new service, enabled by the recent expansion of bilateral air traffic rights between Hong Kong and Australia, will add more than 93,000 seats to one of Melbourne Airport's top five international destinations.

New SkyBus express services – Sunshine and Box Hill

- The Eastern Express service will launch on the 31st of August, and travel between Box Hill Central and Melbourne Airport with stops at Watsonia and Doncaster.
- The Sunshine Express service will commence on the 9th of November and will connect Brimbank, which is one of Melbourne Airport's largest workforce catchment areas, directly with the airport for the first time.

CACG Community members – Expression of Interest (EOI) process

- The EOI process is in line with the Terms of Reference (ToR), which outline a refreshed approach to community membership to ensure the CACG has diverse and experienced representation.
- Under the revised ToR, community appointments are for three-years, with staggered renewals every 18 months to maintain continuity and experience.
- EOI will officially open tomorrow on 20 August 2025 and close on 20 September 2025 at 5pm.
- Applications will be accepted via email to: community@melair.com.au
- The CACG ToR can be found here: [CACG | Melbourne Airport](#)

Naarm Way Stage 2 Construction and Traffic Disruption

Terminal 1, 2, 3 Car Park

- Over 2000 parking spaces will be closed by December 2025 for the construction of the new pick up and drop off area.

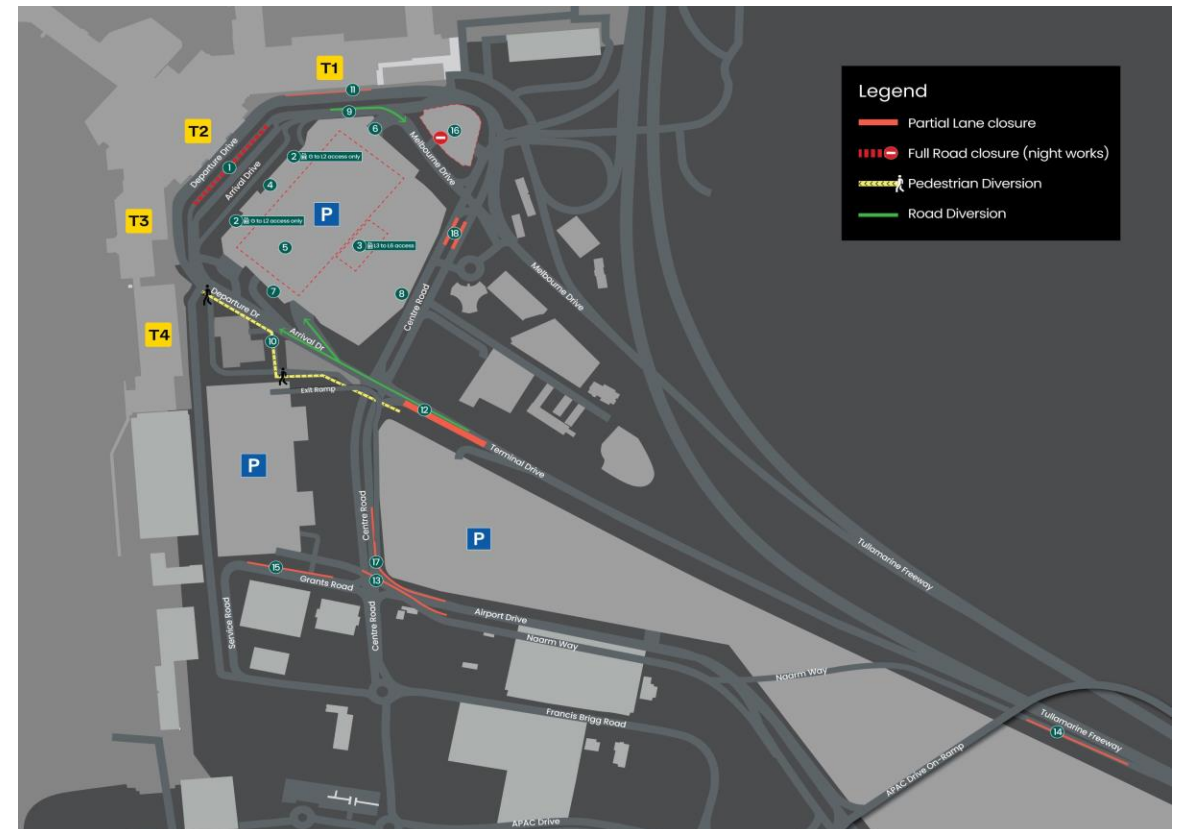
Terminal Drive / Arrivals Drive / Departures Drive

- Arrivals Drive: Reduced to three lanes (until late 2026).
- Departures Drive (T1 End): Reduced to one lane – works continue through December 2025.
- Off peak and overnight lane closures and diversions in place, refer to the website weekly for updates.

Grants Road

- Lane closures and detours from 28th July – 5th September.

Road delays and disruption updates can be found here: [Road delays and disruptions | Melbourne Airport](#)



Engagement Update

Early Works

Sunbury Rd Works – disruption to traffic

- There will be changes to Sunbury Rd in preparation for the construction of the third runway.
- We have door knocked the most impacted residents and will do a targeted letterbox drop to local residents.



Blasting Trials

- To build the third runway, we will excavate around five million cubic metres of material. Some material removal will require different methods - including blasting.
- We will be undertaking a small-scale blasting trial before the end of the year to check our proposed methodology. The trial will inform how the main works will be undertaken in 2026.

Major Projects Hub

- We have launched our Major Projects Hub. It contains key information on the third runway, an updated noise and flight path tool, airport rail and other key projects.
- Community members will be able to make submissions when projects are open for consultation. You can explore the Major Projects Hub here: [Major Projects Hub | Melbourne Airport](#)

Community pop ups

- **Since last CACG:**
 - The Long Walk
 - Hume Winter Lights
- **Upcoming:**
 - Keilor Sports Club Home Game – Saturday 16 August
 - Bulla Market – Sunday 21 September
 - Keilor Cup – Friday 26 September
 - Woodend Community Farmers Market – Saturday 1 November
 - Scottish Festival – Sunday 30 November
 - Run2Cure – Sunday 7 December

www.melbourneairport.com.au/community-grants

Community Giving Fund

Youth without Borders - Spark Engineering Camp

Waterdale Theatre – City of Angels: The Musical

Keilor Wolves SC – Uplifting Minirooms Equipment

Northern Health Foundation – Chronic Disease Management Program

Westmeadows Cricket Club – All Abilities Program



Planning

Rosie Offord

Planning


MELBOURNE AIRPORT



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 MDP work is progressing.

 **Noise Sharing and Airspace Concept Plan (NSACP):** Independent consultants Trax and GHD engaged and we are preparing for first phase community consultation in Q4 2025.


Construction: Early works Northern Access Route to commence in next month or so, Preliminary Works to commence mid-August with cultural heritage salvage. Rock removal trial scheduled for October 2025.

Melbourne Airport's Third Runway – project and commitments update

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

 **Environment:** Received approval of all plans (CEMP, PFAS Management Framework, Offset Management Plans) required to commence Preliminary and Early Works.

MP27: work underway.

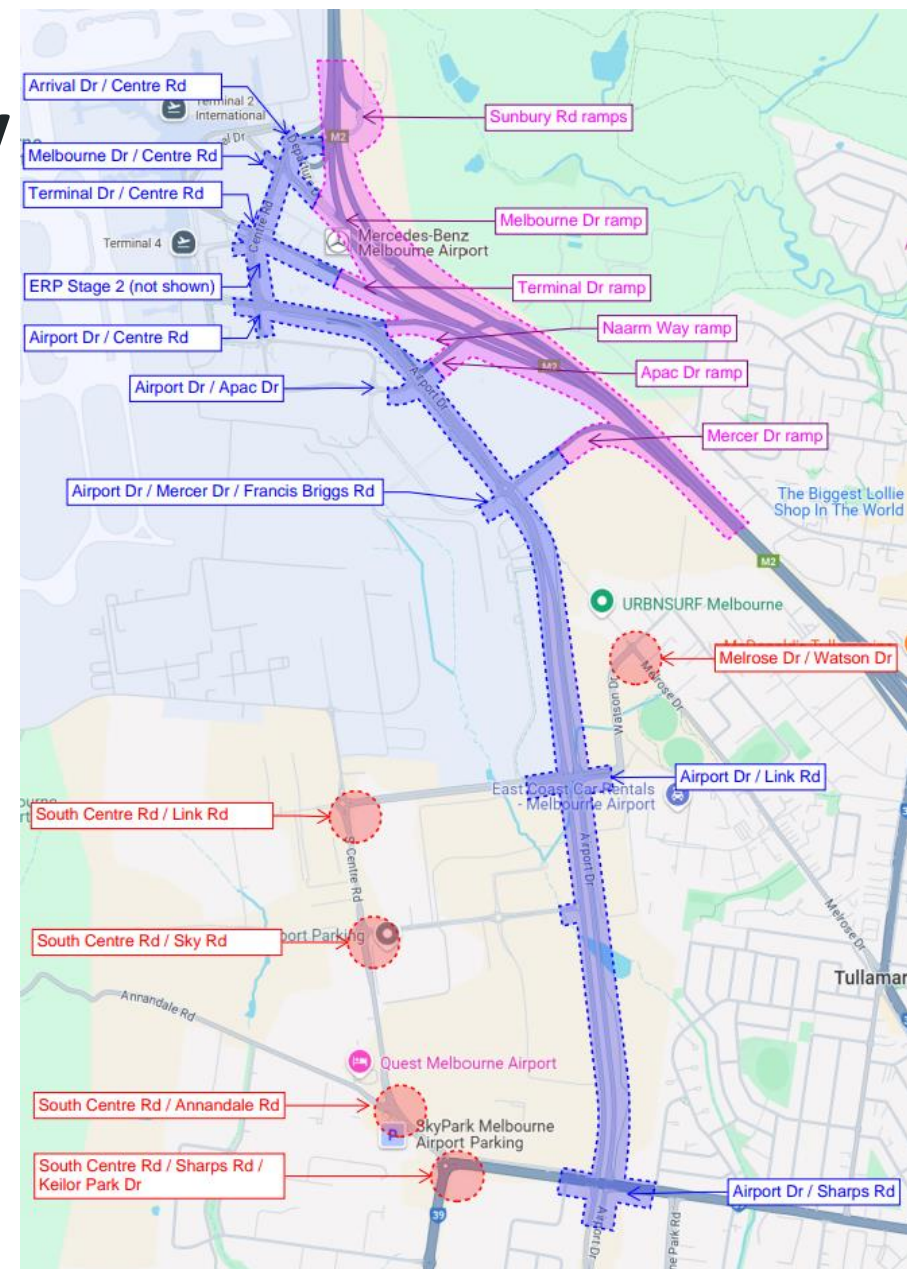
 **Community and stakeholder engagement:** Sunbury Road works (Northern Access Road) – communications and engagement action plan drafted and discussed with City of Hume Council. Expected roll out in August 2025

 **Health Study:** draft ToR to be submitted for approval September 2025

Master Plan 2027 - Road Network Strategy

- A Road Network Strategy (RNS) is being developed to inform the 'Ground Transport' chapter within MP27.
- Purpose of the Road Network Strategy is to:
 - Assess impact of increased traffic from growing passenger movements, new landside developments and growth in through-traffic
 - Review existing pipeline of infrastructure upgrades
 - Propose an overarching infrastructure response that (among other objectives) facilitates long-term passenger growth, enables efficient ground transport operations and enhances traveller experience

Ongoing engagement with DTP and APAM has requested data to use in the modelling



Runway 09/27 closures for maintenance works

UPCOMING: 09/27 OVERLAY

These overlay works will start in January 2026 and run until June 2026.

We are developing the community engagement programme with Airservices.

Works will occur overnight (like the 16/34 overlay) and this will mean all operations will be on 16/34 during the night works.



MDP updates

Naarm Way Stage 2

- Stage 2 progressing well – traffic disruptions around the airport for construction.
- **Minor Variation OHV Ramp** – submitted to Minister 6 May 2025. Approved 9 July 2025
- **Minor Variation Northern Bridge Link** – submitted to Minister 19 June 2025.

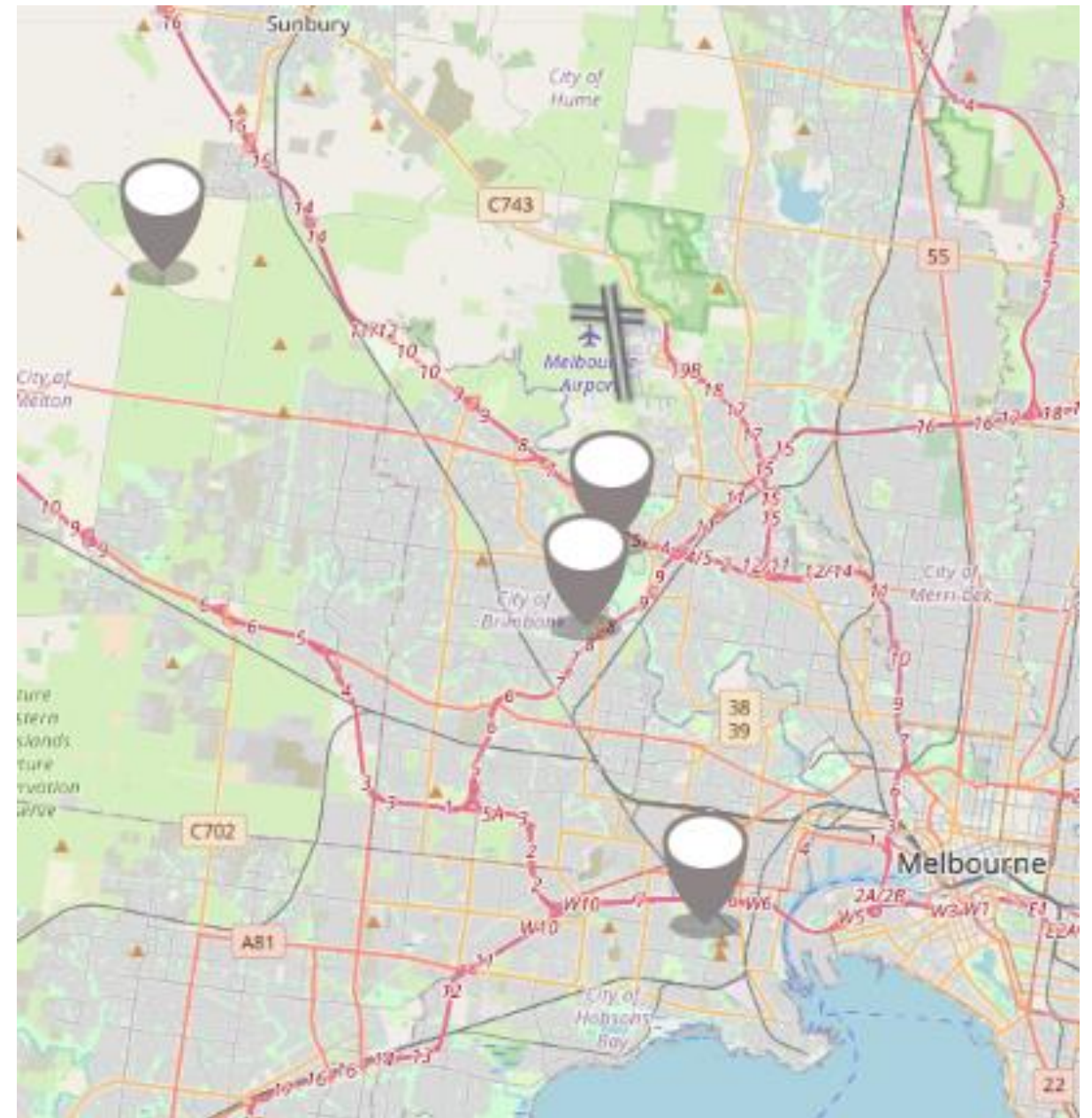
Elite Park Draft MDP under Ministerial consideration – sitting with DCCEEW.



Noise Monitors

Locations

- We have four new 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](#)



Planning matters

Planning applications

- Clause 45.08 (MAEO1) – Small second dwelling:
 - ***The Small second dwelling must be a moveable building and only used to provide accommodation for a person dependent on a resident of the existing dwelling.***
- Subdivision applications:
 - If a proposed subdivision does not meet the requirements of the MAEO2 and meets the transitional arrangements under Clause 45.08, please include a copy of the planning permit granted and endorsed plans.

Noise Amelioration Plan & Program

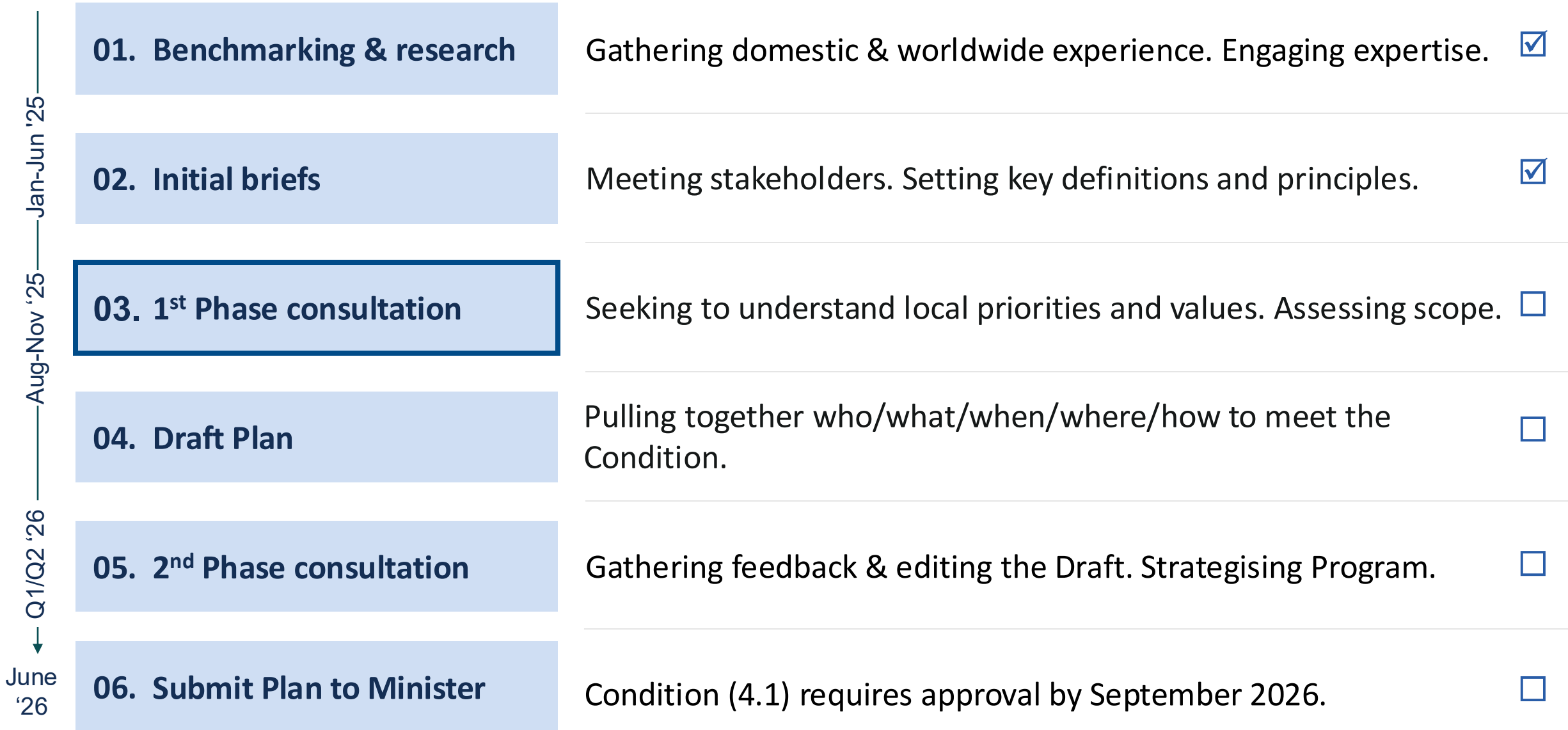
Laura Brannigan

Head of NAP&P

MELBOURNE AIRPORT



Noise Amelioration Plan – process & progress



We're drawing from the world's experience & best practices to

Model quality objectives and deliverables

Define good frameworks and governance

Learn about successes and shortcomings in outcomes

Assess practical commercial structures



Dwellings

Education

Childcare

Healthcare

Aged Care

Consultation Phase 1

August 18 – November 28

Important

Melbourne Airport's new runway and you.

Greetings,

You've received this letter as a close neighbour of Melbourne Airport as we want to specifically connect with you about how upcoming changes and projects at the airport will affect your area.

The Australian Government approved a third runway for Melbourne Airport in September 2024. The approval came with some conditions including:

- A Noise Sharing and Airspace Concept Plan for designing airspace and new/changed flight paths
- A 'Community Health Study' for assessing potential effects of aircraft noise
- A new 'Eastern Extension Project' for changes to our east-west runway
- A 'Noise Amelioration Plan & Program' for installing building improvements in the areas most affected by aircraft noise.

This letter is specifically about the Noise Amelioration Plan and Program, which is being designed for your area. We are reaching out to include you in public consultation about this project. This is your chance to learn more about the project, understand its impacts and give your thoughts to help shape its outcomes.


IMPORTANT:
Receipt of this letter does not guarantee that your property will be eligible for noise treatment under this project.

What is 'Noise Amelioration'?

For this project, 'amelioration' means reducing, minimising or mitigating unwanted aircraft noise in residences and some sensitive public facilities – including schools and childcare and healthcare facilities. In essence, noise amelioration means taking action to make significant noise less harmful, disruptive or annoying.

Melbourne Airport is formally consulting in your community now and in 2026. We'd like to know how you'd prefer to be involved.

Key dates




Please take a few minutes to fill in the form on the back of this letter and send back to us using the post-paid envelope. You can also respond online at melbourneairportprojectshub.com.au/noise-amelioration-community-survey by scanning the QR code to your right.

If you would like assistance in sharing your preferences, please contact us on 9297 1600 or email help@mel.com.au.

Any information you are willing to share about your preferences to engage will help us to make sure you're included in consultation in ways that suit you. We are here to keep you informed and involved in our development of the Noise Amelioration Plan & Program for your community.

Kind regards,
Laura Brannigan
Head of the Noise Amelioration Plan & Program
Wurundjeri Country



MELBOURNE AIRPORT

of the third runway project at Melbourne Airport

to be contacted (select all that apply)

☐ Text _____

or address _____

(please tell us where e.g. home, community centre, library, cafe, airport or elsewhere)

to learn more about this project

☐ Email ☐ Website

☐ Private meeting ☐ Online private meeting ☐ Public/group briefing

☐ Material at my office or library ☐ Other _____

Are there any particular days or times that work best for you? _____

Do you have any accessibility, language or other needs? _____

Anything else you would like us to know? _____

☐ أريد الاتصال بي باللغة العربية - Arabic ☐ ܐܝܢܝܢ ܕܡܚܝܬܝܢ ܕܡܚܝܬܝܢ - Assyrian

☐ 簡用中文 (普通话) 與我聯繫 - Chinese ☐ Moim vas, kontaktirajte me na hrvatskom jeziku - Croatian

☐ Mangyaring kontakin ako sa wikang Filipino - Filipino ☐ Παράκαλε επικοινωνήστε μαζί μου στα Ελληνικά - Greek

☐ कृपया मुझसे हिंदी में संपर्क करें। - Hindi ☐ Per favore contattarmi in italiano - Italian

☐ Be molim kontaktirati me na makedonski - Macedonian ☐ Jekk jogħġbok ikkuntattjani bil-Malti - Maltese

☐ கிளவு வசதியை பெற வசதி செய்து கொடுக்கவும் - Punjabi ☐ ទាសន៍ចង់ឲ្យ ជួយដោយសេរី ភាសាខ្មែរ - Khmer

☐ Lütfen benimle Türkçe iletişimi kurun - Turkish ☐ Vui lòng liên hệ với tôi bằng tiếng Việt - Vietnamese

Return-paid/QR survey (~1,00 homes in ANEF25+ zone)

Announcement letters / email to stakeholders

Engage with Keilor Primary School Council & Community

Drop-in visits (Keilor Village Hub & Bulla Hall)

Online & in-person briefings & workshops

Media releases & local Star Weekly ads

Community noticeboard posters & roadside signage

Pop-ups (Keilor & Bulla)

Community Newsletter

*Keep the conversation going with Dept. of Education and
Vic. School Building Authority about Keilor Primary School*



We want to talk to people in Bulla, Wildwood, Oaklands Junction, Diggers Rest, Keilor & Keilor Park
Can you help share?

ML – NOISE SHARING PLAN

Trax/GHD CACG Update

19th August

TEAM

Noise Sharing Plan

Technical team/Project Team

Airspace design & operating strategy



- Baseline airspace and ops review
- Options development & assessment
- Refine and integrate final NSP design

Matt

Project Lead

Justin

Airspace Design
specialist

Chris

Airspace Design
strategy

John

Terminal airspace
design specialist

Consulting team

Engagement, analysis and drafting



- Industry & community engagement
- Impact, feedback & trade-off analysis
- Drafting clear, compelling deliverables

Romina

NSP - Engagement Lead

Emily

NSP – Engagement
Manager

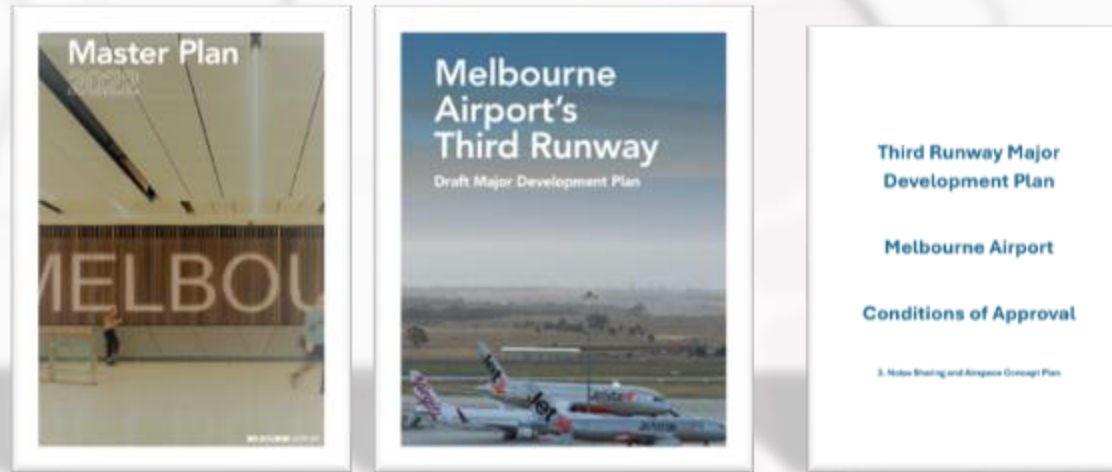
Roles & Responsibilities

Noise Sharing Plan

Stakeholder	Responsibility
Melbourne Airport	APAM is the project proponent and accountable organisation for the delivery of the NSP. APAM is accountable for delivering and securing approval of all M3R MDP Conditions prior to submission to the Minister.
Airservices Australia	Collaborates on the technical development of the NSP and is responsible for endorsing the draft Plan prior to Ministerial consideration. Provides formal acceptance criteria as part of ongoing assurance.
Trax / GHD	Engaged as independent consultants to lead the design, assessment, and engagement of the Noise Sharing Plan, ensuring alignment with regulatory expectations and stakeholder needs.

MELBOURNE AIRPORT

M3R MDP AND CONDITIONS



M3R MDP approved with conditions by

Hon Minister Catherine King MP

Chapter 3 – Noise Sharing and Airspace Concept Plan requires but is not limited to:

Noise Sharing Commitment (3.1a):

The NSP defines runway operating modes that aim to share noise impacts across communities, particularly prioritising respite during off-peak hours and favourable weather conditions.

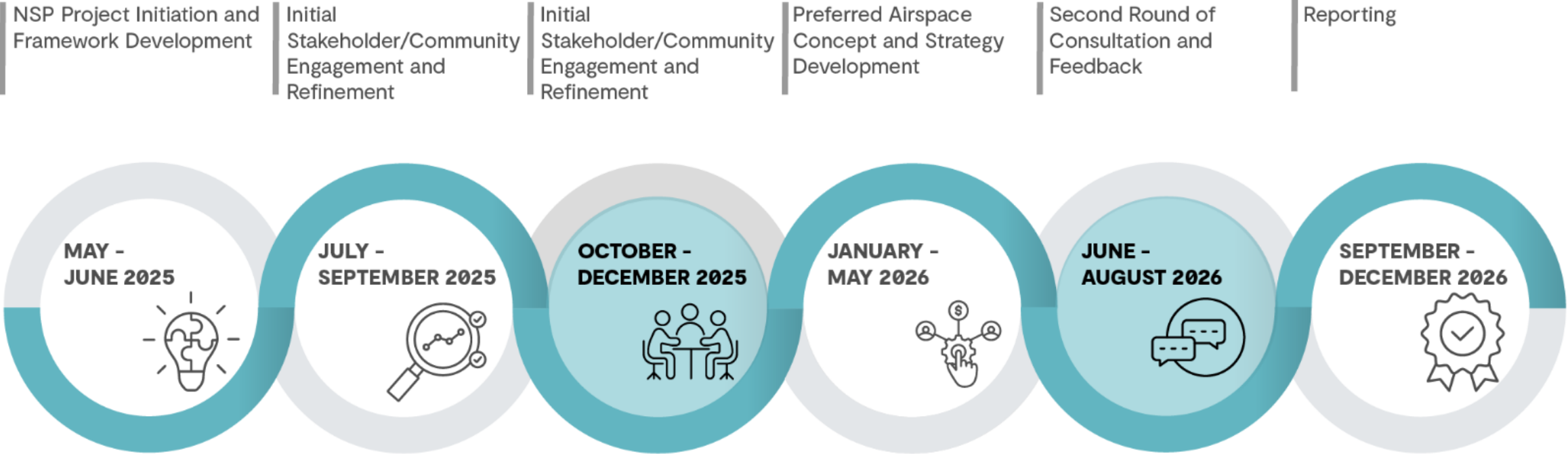
Noise Sharing Operating Modes (3.1c):

The NSP describes mode-based operations, using configurations like cross-runway mode (RWY 09/27) to offer respite to north and south communities, supported by noise modelling.

Operating Mode Methodology (3.1g):

The NSP presents a clear logic for mode use:
When modes are suitable (e.g., wind, demand),
How they reduce community impact,
The role of RWY 09/27 in delivering respite.

PROJECT KEY MILESTONE



PROPOSED ENGAGEMENT PROGRAM

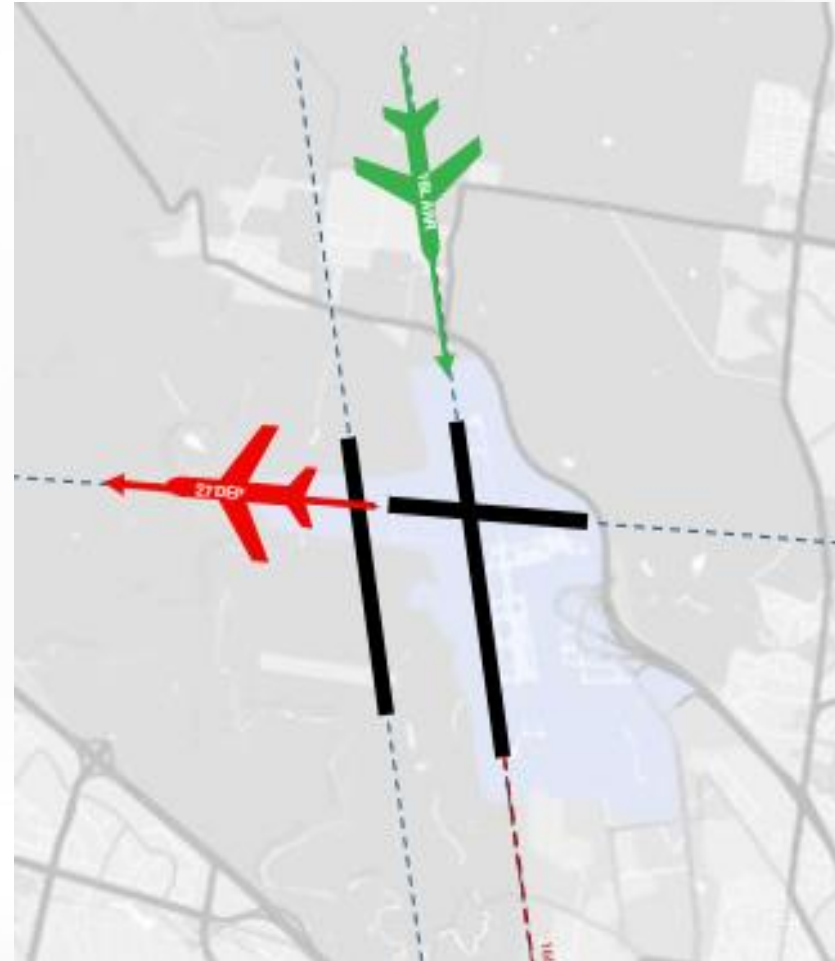


What is a runway mode?

Overview

A runway operating mode is how the airport uses its runways for take-offs and landings, depending on factors like weather, wind, and aircraft demand.

The ability to utilise multiple modes throughout the day helps the airport operate safely and efficiently while also sharing noise across the greater Melbourne area.



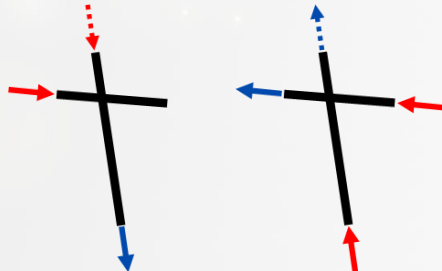
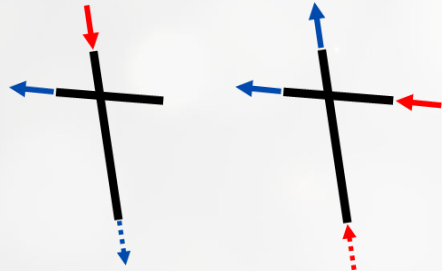
RUNWAY OPERATING MODE

Overview

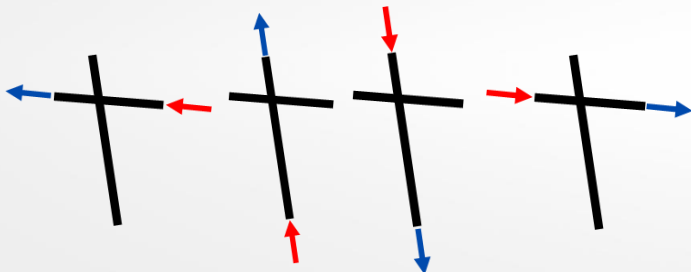


EXISTING OPERATING MODES

CROSS RUNWAY

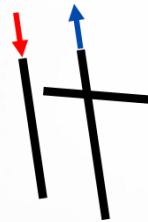


SINGLE RUNWAY

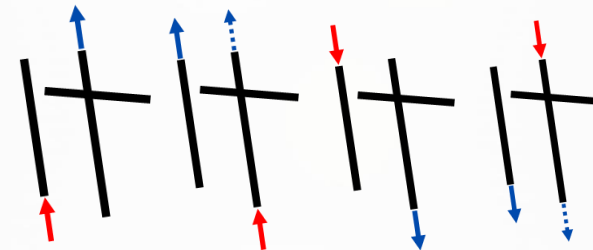


PROPOSED MODES IN M3R MDP

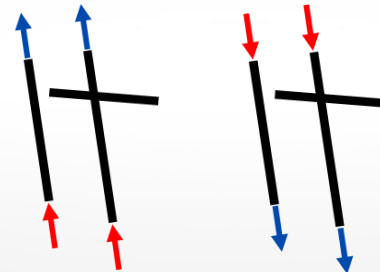
SODPROPS



SEGREGATED MODES

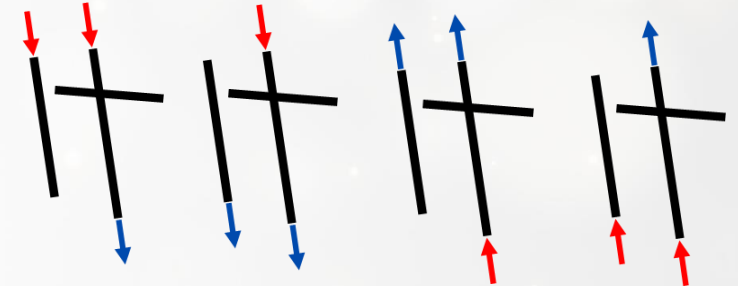


MIXED MODE

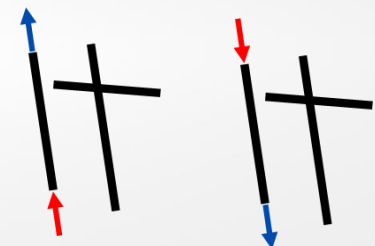


NEW MODES

SEMI-MIXED MODE



SINGLE RUNWAY



Airservices Update Melbourne Airport CACG

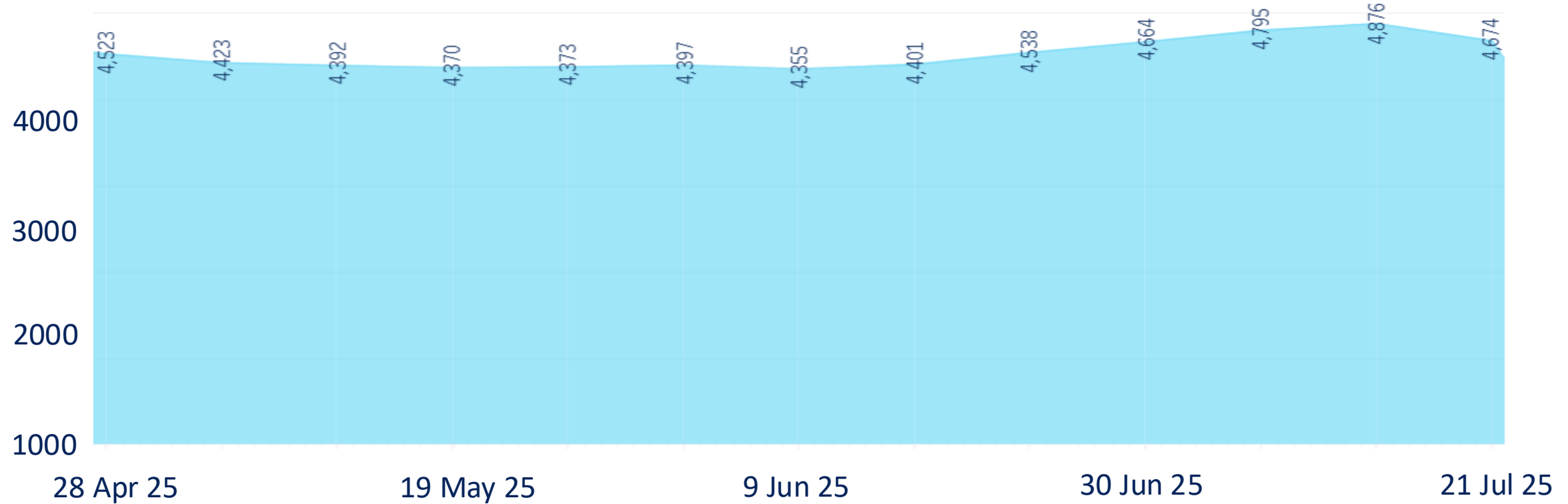
19 August 2025

Airservices Update

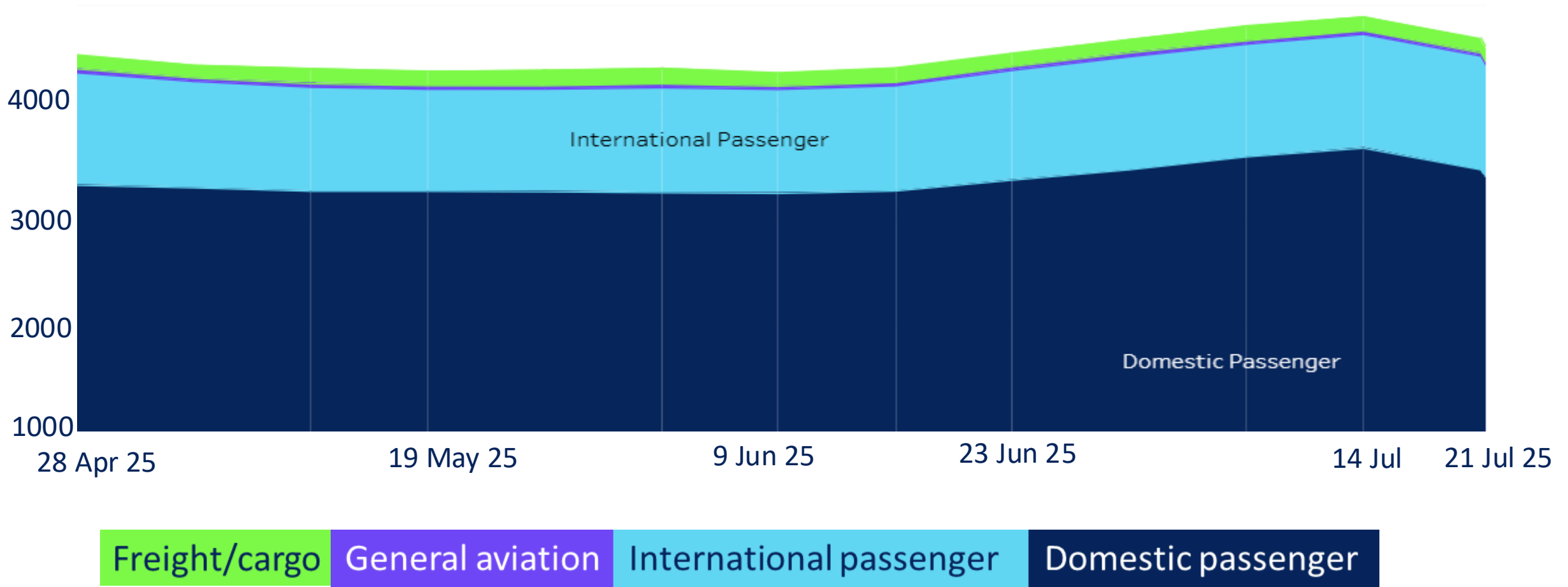


- Air traffic movements Melbourne Airport May – Jul 2025
- Noise Complaints and Information Service (NCIS) update May – Jul 2025
- Aircraft in Your Neighbourhood - Monthly complaints report improvements
- Aircraft in Your Neighbourhood - Noise Abatement Procedure reporting
- Educational resources

AIR TRAFFIC MOVEMENTS (WEEKLY)

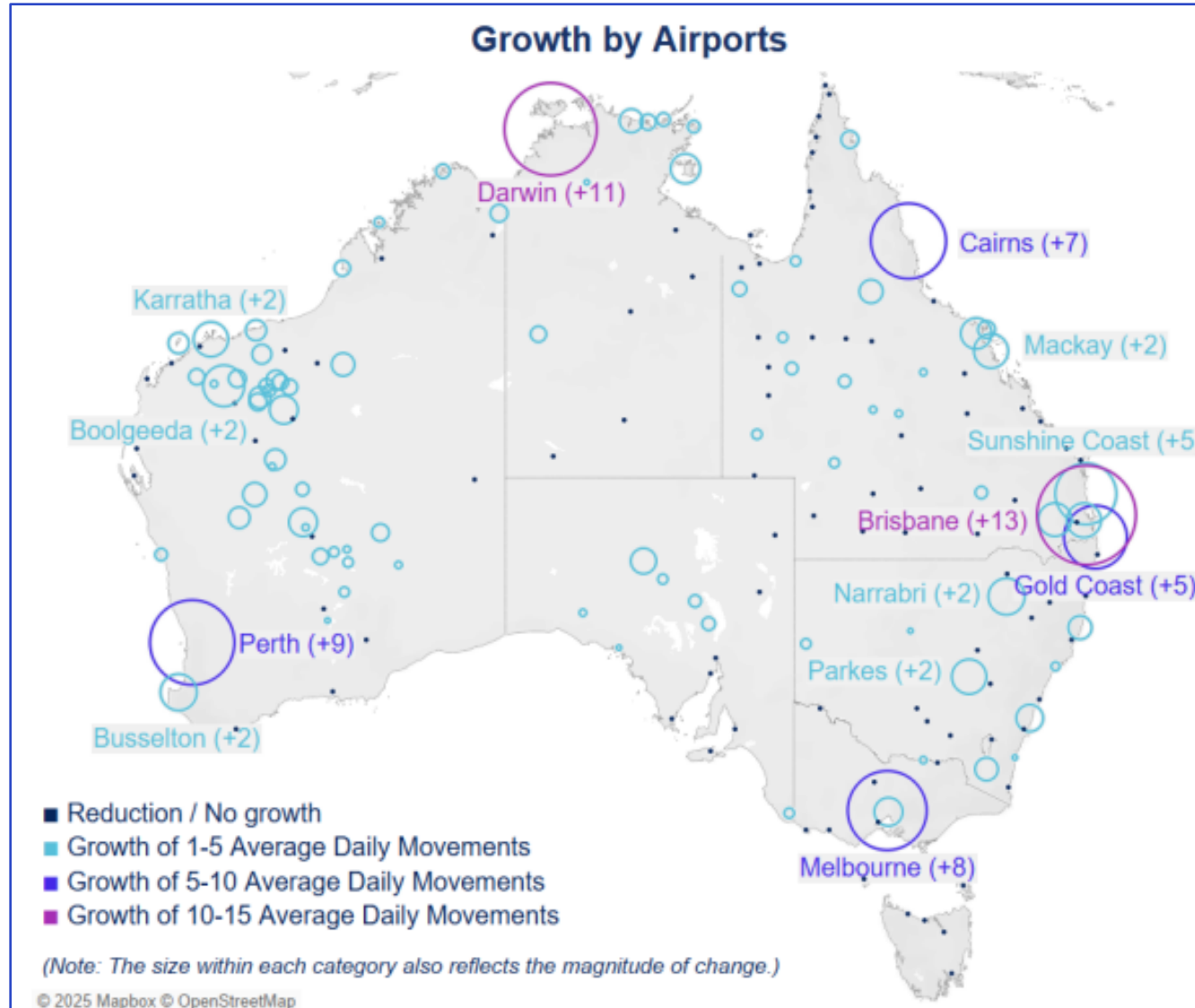


WEEKLY MOVEMENTS BY MARKET SEGMENT

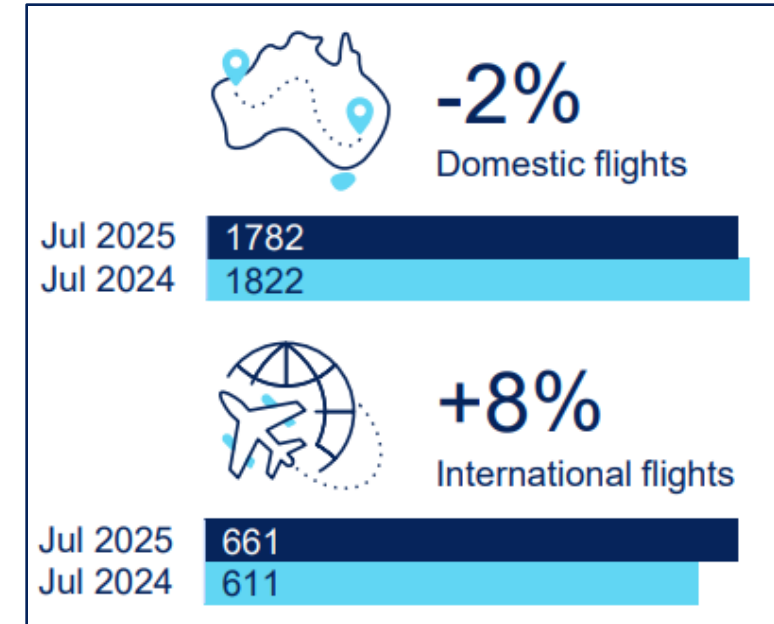


AUSTRALIAN AVIATION YEAR ON YEAR TRENDS

Change in average daily movements (July 2025 vs July 2024)



Average daily flights



NCIS UPDATE

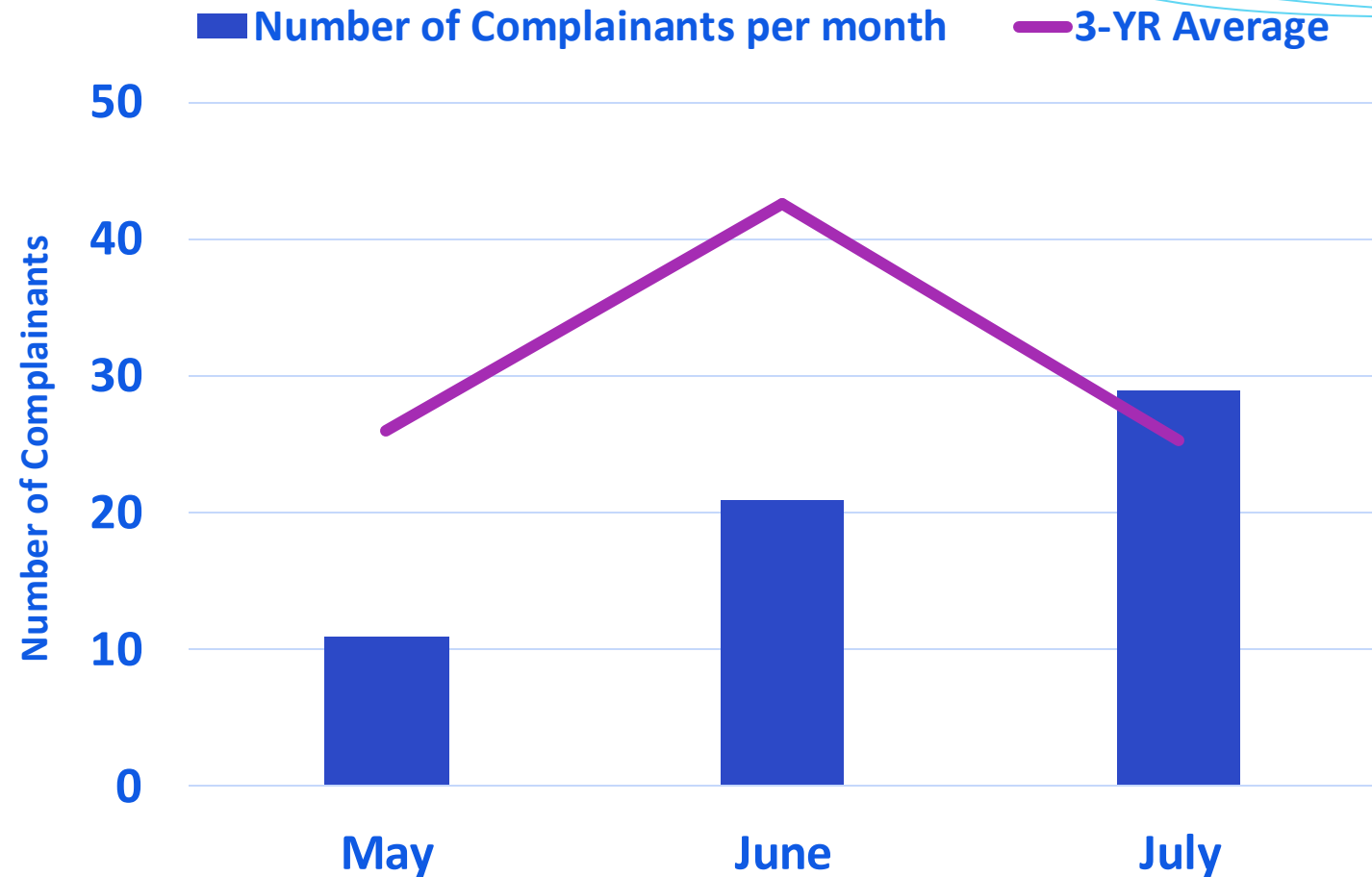
May – July 2025

Complainants *(comparison May-Jul 2024)*

- 59 individual complainants *(42)*
 - 71 contacts *(100)*
 - 42 new complainants *(23)*

Suburbs

- 38 suburbs recorded complainants
 - Altona North – 9 *(Lalor – 4)*
 - Yarraville – 4 *(W Footscray – 4)*
 - Keilor – 3 *(Braybrook – 3)*
 - 27 suburbs recorded a single complainant

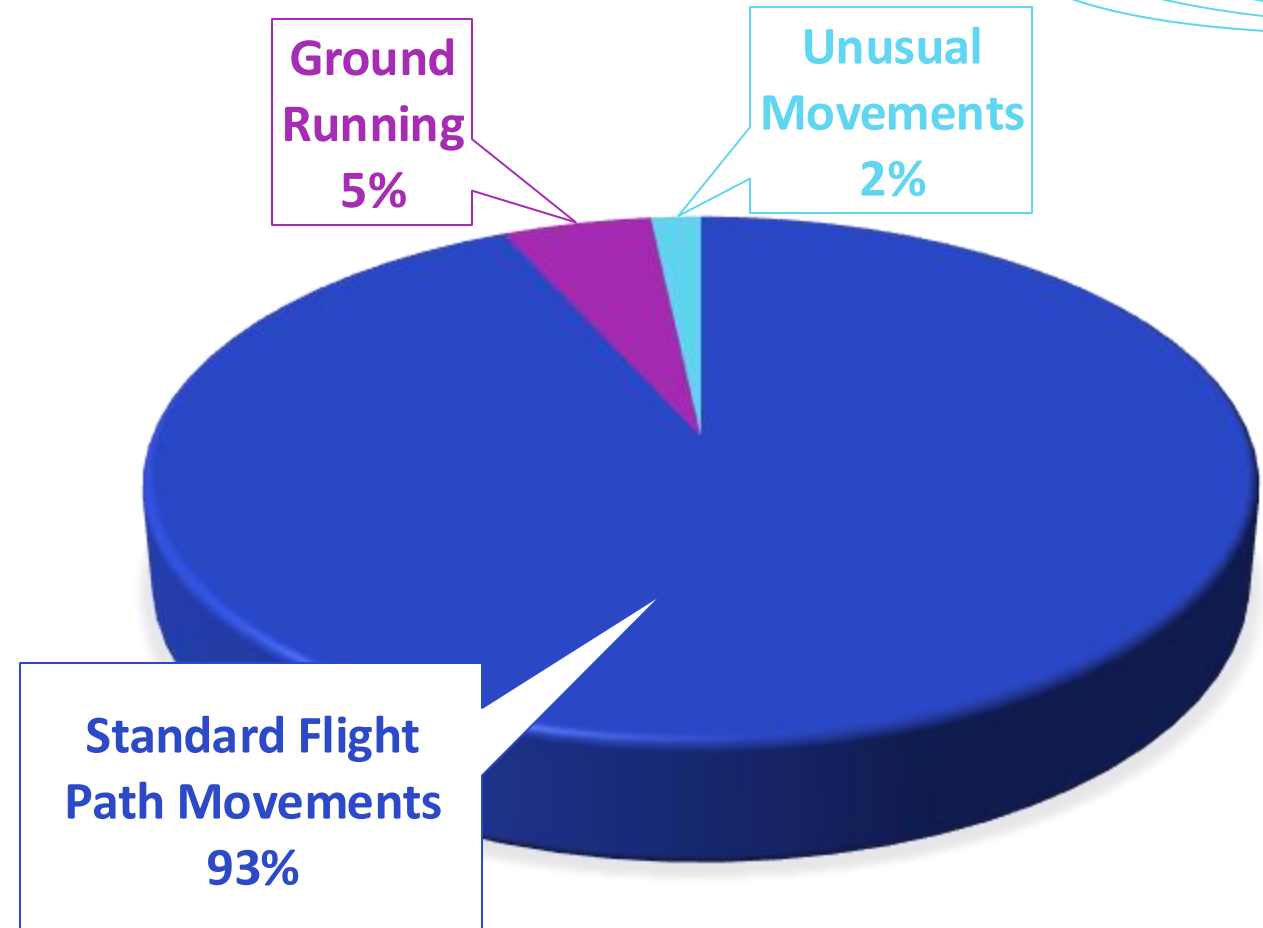


NCIS UPDATE

May – July 2025

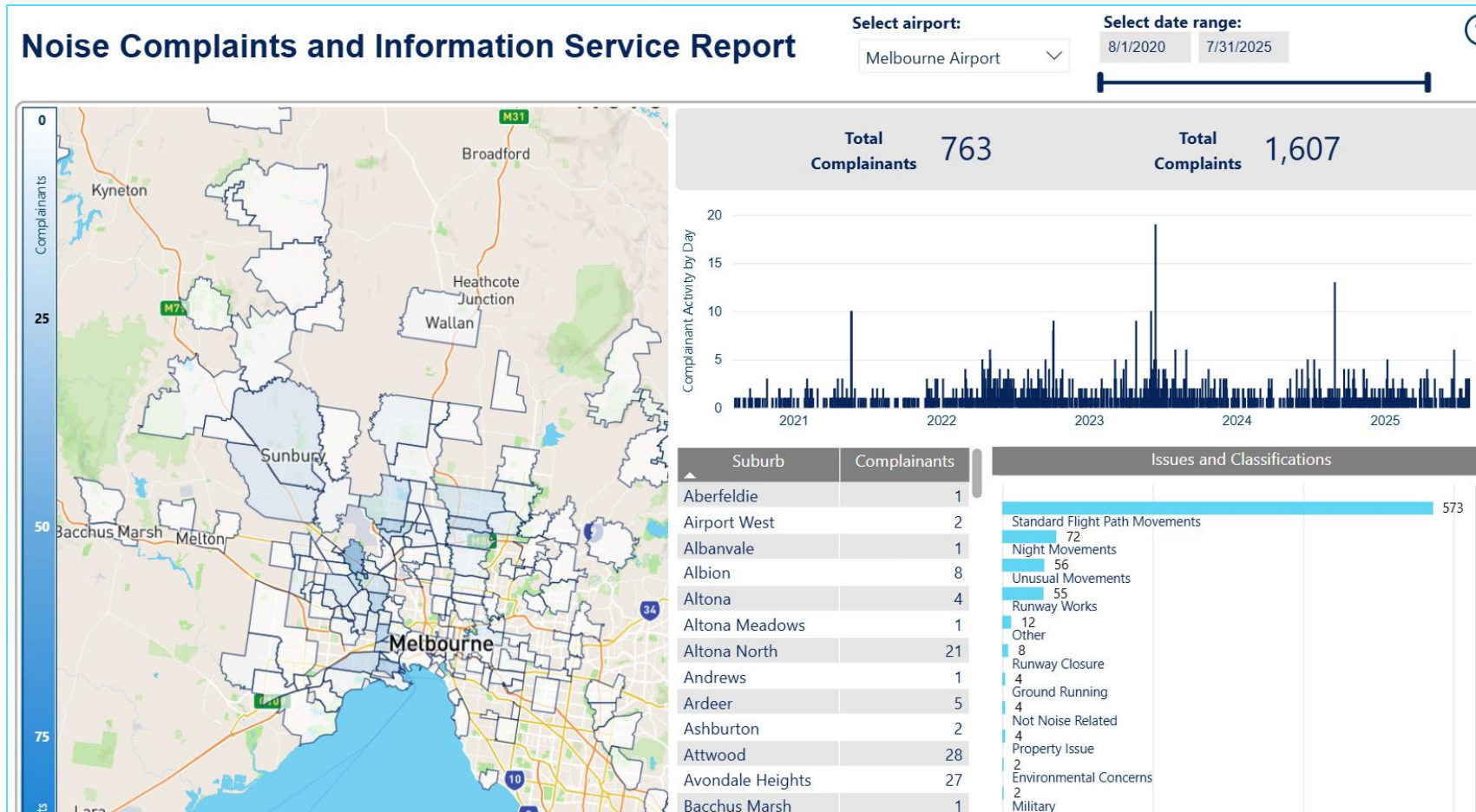
Issues

- Standard flight path movements
(comparison May-Jul 2024)
 - Runway 34 arrivals – 37 (23)
 - Runway 27 arrivals – 9 (6)
 - Runway 16 departures – 4 (4)
 - Runway 34 departures – 3 (1)
 - Multiple runway directions – 2 (5)
 - Runway 16 arrivals – 1 (-)
- Unusual movements
 - Direct tracking – 1
- Ground running – 3



AIRCRAFT IN YOUR NEIGHBOURHOOD – complaints report

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



NOISE ABATEMENT PROCEDURE (NAP) REPORTING

- NAP overview
- Preferred runway use
- Preferred flight paths (in development)



Melbourne Airport Noise Abatement Procedure Overview

Read more to understand noise abatement procedures

[Read more](#)



Melbourne Airport NAP 1: Preferred Runway Use

This NAP lists the preferred runway operating modes during the daytime period (6am-11pm local) and night-time period (11pm-6am local).

[Read more](#)

2.2) IFR Departing Aircraft	467	625
88.3%		
2.2 Runway 27		
Movements		
	Adherent	Total
2.2) IFR Departing Aircraft	2,794	3,409
82.0%		

Melbourne Airport NAP 2: Preferred Flight Paths

'Read more' to learn about preferred flight paths and to view monthly reporting.

[Read more](#)

NEW EDUCATIONAL VIDEOS

How we manage Australia's airspace

- How air traffic is managed by air traffic control
- How flight paths operate and why they may deviate
- Consideration of community noise impacts



Airservices Australia: Who we are and what we do

- Our role within aviation ecosystem and other key stakeholders
- Air traffic control, aviation rescue fire fighting, flight path design, community



To foster public understanding of aircraft operations /operational drivers for changes to meet the travelling public demand.

THANK YOU