

Community Aviation Consultation Group (CACG)

Tuesday 20 May 2025, 10am-1pm

Novotel Melbourne Airport

ATTENDEES

Name	Representing	From or Role
Kim Jordan		Independent Chair
Greg Bisinella	Community	East Melbourne
David Cleland		Greenvale
Emma Langoulant		Keilor
Margaret Giudice		Keilor Downs
Maggie Baron		Kensington
Jane Waldock		Montmorency
Fonda Zahopoulos		Moonee Ponds
Fred Ackerman		Taylors Lakes
Victor Ng		South Gippsland
Liz Beattie	Victorian Trades Hall Council	Project Officer
Justin Burgess	Brimbank City Council	Strategic Planning Coordinator
James McNulty	Hume City Council	Manager Planning & Development
Ashley Minniti	Maribyrnong City Council	Manager City Places
Steve Finlay	Melton City Council	Statutory Planning Coordinator
Lydia Sorensen	Macedon Ranges Shire Council	Manager Economic Development and Visitor Economy
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
Dr Fiona Gray	Bioliving By Design	
Professor Ben Cave	Ben Cave Associates	
Roma Yee	Deakin University	
Katy Hannouch	Western Sydney Airport	General Manager, Community Engagement and Social Impact
Lloyd McCathie	Kerstin Thompson Architects	Associate Principal
Talia Stoch		Architect
Joanna Kormas	Victorian Department of Transport & Planning	Manager Statutory (Planning) Policy
Braden Hartcher	Department of Infrastructure, Transport, Regional Development, Communications and the Arts	Director
Sarah Nattey		Assistant Secretary Airports Branch
Stephanie Werner		First Assistant Secretary
Joseph Gandy	Melbourne Airport	Senior Manager Strategic Airport Planning
Laura Brannigan		Head of Noise Amelioration Plan & Program

Name	Representing	From or Role
Edward Martin		Head of Public Affairs
Dr. Monika Schott		Senior Manager Stakeholders & Partnerships
Justin Portelli		EGM Strategy, Planning and Community
Muhammad Bilal		Program Manager
Simone Bellears		Community Engagement Manager
Shantelle O’Riordan		Community Engagement Advisor

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:

- Emma Langoulant
- Margaret Giudice
- Ashley Minniti
- Emilie Hoffman- Fattore (DITRDCA)
- Matthew Martyn-Jones (Western Sydney Airport)

2. Late items for discussion

- Keilor Primary School raised by Fred
- Request (Fred) for future meetings to avoid State Budget Day

3. Melbourne Airport updates

3.1 Operations and Community, Edward Martin

- There has been a high level of passenger throughput for May this year compared to last year. International passenger numbers have seen more than 540,000 and domestic 1.1 million. The Easter and Anzac Day school holiday period were very busy periods.
- Malaysia Airlines is undergoing a significant fleet renewal program. The A330neo aircraft will be added to the Melbourne services.
- Canada and Malaysia are moving to open skies in 2026. Fiji, Indonesia, Hong Kong and the Philippines remain in the Federal Government’s forward negotiation framework for bilateral air service agreements.
- Melbourne Airport won Best Airport in Australia and the Pacific at the Skytrax World Airport Awards.
- Melbourne Airport recently completed an emergency exercise, which is a CASA requirement every three years. We are required to produce a report thirty days after the exercise.
- The Online Major Projects Hub (to be launched later this year) will modernise the Noise and Flight Path tool and is a digital concierge service with capability to take submissions. In the longer term information about our major projects will sit here and clearly identify what is open for consultation.
- The Third Runway project conditions required us to produce a Communications and Engagement Plan related to works to demonstrate how residents, operators and the broader supply chain can contact us.
- There has been a significant enhancement to the Melbourne Airport Joblink site to ensure improved access to airport-based jobs.

- The Community Investment Strategy is relatively new, and we have committed to doing an audit of existing partnerships. We have longstanding partnerships with Western Chances, Banksia Gardens and Keilor Sports Club.
- Community pop ups commitment cadence of every four to six weeks is being met with three events attended since last meeting including the Craigieburn Festival, Mediterranean Festa in Keilor East (March) and Marnong Estate Family Day (May).
- The Elite Park preliminary draft MDP was submitted in January. Under the EPBC Act it goes to the Department of Environment for review. There is a queue for other project approvals and we are just one of those waiting in the queue.
- Airport Rail – MOU signing ceremony with APAM CEO, Minister King from the Federal Government and Minister Williams from the State Government. The MOU is a pathway to agreeing a way forward to deliver the rail project. The Federal Government have announced an additional \$2b for the Sunshine station precinct.

Comment: Some fairly negative views about airport were aired during the health study workshop. Some attendees were saying the airport isn't listening, but when we look at everything you're doing you are listening. It seems you have your work cut out to convince people.

A: We are trying to provide as many opportunities to be as accessible as possible. We are constantly refining our community engagement approach.

Q: There has been a lot of criticism about delays at gates. Have there been any increased talks with the Commonwealth in regard to smart gates?

A: Yes, there has been a lot of interest. We only have 18 kiosks at the moment and during the peak the queue is quite long. We're seeking additional kiosks. APAM are stepping in to fund additional kiosks and we are seeking to double the number of kiosks. ABF is responsible for the procurement process, software and hardware. Other major airports have similar issues and are making the same representations. Sydney has secured more. We are carrying the reputational risk and hope in the coming months we can make an order. Liz noted CACG could support the submission.

Q: Was the simulation aircraft incident at Oaklands Rd? Did you simulate traffic conditions outside airport that could inhibit access in case of an emergency?

A: The simulation was at the western side of the airport. The second question was taken on notice.

- The community mobile trailer launch is on 11 June at 11am and CACG will be invited.

3.2 Planning, Joseph Gandy

- We have signed the Eastern Extension Project (EEP) Deed which means we can progress works from an MDP perspective.
- Noise Sharing Plan endorsed in terms of scope and independent consultants. Finalised contract with Trax, an international firm who have done other work in Australia.
- Delays in construction in terms of secondary approvals from environmental perspective. This includes the Northern Access Road and Arundel Creek Treatment Facility. Blasting trial also delayed.
- Secondary environment approvals are underway.
- Master Plan 2027 work is underway. Introducing Eastern Extension Project as wasn't in last one. Concurrent development of Master Plan and MDP following similar process as MP22 and M3R.
- Runway 16/34 closures for maintenance works. CASA have manual of standards, and they did an update to the document. Part of this work ensures we are meeting new standards.
- MDP updates – Naarm Way Stage 2. Has been progressing well. Minor variation for over height vehicle ramp submitted at the start of the month.

- Northern bridge link out for public exhibition. Will provide direct access from drop off area into Terminal 1. Will be new bridge link. Once we have all submissions it will get submitted for approval.
- 36 Church St Keilor – went to VCAT and applicant wasn't successful. Heritage overlay exemptions were sought, but tribunal found they don't preclude application of MAEO.

Q: What is the status of the appeal from Brimbank City Council?

A: The Administrative Reviews Tribunal (ART) is hearing an appeal lodged by Brimbank City Council and one from private citizens. The Tribunal is currently considering the matters separately. A hearing was held on the 5th of May regarding the standing of the private citizen. As part of the ART process, a mediation session is scheduled for June involving the Minister, Brimbank City Council and APAM. Important to note that Brimbank City Council isn't appealing the approval - the matter relates to the conditions accompanying the approval. Further information on Brimbank City Council's appeal on their website here: <https://www.brimbank.vic.gov.au/media-release/brimbank-council-lodges-application-merits-review-third-runway-decision>

Q: Is there a blurb we can share with constituents about the benefits of the Naarm Way project? We need to spruik the benefits and provide when it will be finished. The information on the website now is not very clear.

A: We can provide this for CACG to disseminate to community. There will be road traffic improvements and crossing for passengers. This also will allow us to expand the terminal out and to avoid congestion in the arrivals process. Planned for completion end of next year.

3.3 Noise Monitors, Joseph Gandy

- Summary fact sheets have been prepared for a year's worth of data collected last year.
- Update on progression and thinking regarding the noise monitors. One in Keilor, one near Sunshine Hospital and one in Bulla – had access to Webtrak.
- We now have a report which summarises data for consumption by members of community interested in detailed data. It picks up the maximum level of noise.
- The reports are quite number heavy. For each monitor it will flag the operation it has picked up, correlation between number of events and contour metrics.
- We split up data for arrivals and departures. Most in Keilor were around 70 to 75 decibels and there were a select few that are higher.
- Newer generation aircraft are recording lower levels of noise. We will share reports following CACG for everyone to review and give feedback.

Q: With Melbourne Airport having 24/7 movements, is there an opportunity to use quieter aircraft in the more sensitive time slots?

A: A lot of operating cost for airlines is around fuel burn, so newer aircraft are preferable for longer haul flights like Australia. Virgin and Qantas are undergoing a fleet renewal process. It could be interesting to look at a model that would motivate the use of newer aircraft which would have multiple benefits including reduced noise. Melbourne already services a comparatively young and progressive fleet, so there is limited opportunity. Freighters are lagging as they take longer to replace the fleet.

- We did a review after two years of working with the previous noise monitor supplier, then ran a competitive tender process which resulted in the selection of a new provider.
- We were impressed with the new service provider presentation of data. There is an ability for us to do very regular reports and a quarterly summary. We have introduced an extra

aircraft noise monitor in Newport in response to community interest. The Bulla monitor has been shifted to Diggers Rest, and we have retained Keilor in the same spot. We also plan for one in St Albans, moving the monitor from Sunshine Hospital to a residential address with a similar noise profile.

3.4 Visitor Centre, Lloyd McCathie, Kerstin Thompson Architects

- KTA appointed two and half weeks ago. Very excited to work on this project and it's a really interesting brief.
- This is linked to the third runway but the visitor centre will be open before completion of runway.
- The centre will highlight the airport's connection with community and stakeholders through telling the story of First Nations people and subsequent heritage, history and future plans.
- Key groups have been identified for consultation about design and use. Approach is about user experience and the way people interact with a space.
- One of the key groups will be families with young kids who use existing sites at Sunbury Rd and Operations Rd. Those sites will be closed with the new centre opening. The current Sunbury Rd site happened organically. There are no formal facilities there and provision of food and beverage is through a food truck. We're thinking there will be a spot for food truck in new centre space, which may have other offerings as well.
- We'll also plan to accommodate school groups. Currently students go through terminals and the centre could help in delivering more formal education programs. The centre will accommodate bus drop offs to the front door of the building.
- The space will be able to host different community groups simultaneously, and flexibility to design is key.
- Airport stakeholders: the facility will cater for any number of stakeholders e.g. corporate meetings, jobs fairs. Important to get right how diverse groups are accommodated.
- Site has been selected. Clear of any existing structures – northern end of north south runway in northeast corner. Roadworks required to bring visitors in and will come in through solar farms.
- In the concept phase now – information gathering and understanding needs of all groups. This will all come to play as architects build the brief. This will go into overarching return brief which includes primary design principles.
- We met with some of the plane spotters last weekend. They are quite organised very enthusiastic, with a dedicated Facebook group. They have very clear ideas about what they would like.
- Thrill for kids of seeing and hearing planes and people taking photos – centre will cater for this. Plane spotters don't love the fence, and architects are working through how they can accommodate this while still meeting security requirements.
- KTA are a Melbourne based architectural practice who have been in business for 30 years. There are 50 staff, and they have grown from residential to cultural, civic, community and housing. KTA treat every project from first principles and clear design principles. You can see work KTA has done here: <https://kerstinthompson.com/>
- Will tender project in February next year. It's up to the market to tell us how much the project will cost, and we have a budget we're working to. Looking at roughly mid 2027 for completion.

Q: Will Melbourne Airport close down current informal facilities?

A: Yes. There are currently five different sites plane spotters use – Sunbury and Operations will need to be closed down. We can control facility design to make it safe. Feedback from plane spotters is

that they will also find somewhere else to position for photo lighting, which is something the airport is also considering.

Q: Visitor Centre is a fantastic idea. Community love informality of carpark now. Doubt this will transfer unless outdoor section has informality.

A: We deeply listen, and the goal is not to lose any of that. Absolutely possible to design something that retains that feeling. Plane spotters said keep it simple and we are keen as designers to keep the energy and feeling.

Q: What are you doing in terms of sustainability?

A: Decision to be made as to whether it is off grid or not and we are interested in it. Sustainability is an overarching principle for the project. Can utilise existing solar farm and we can look at ways we can better handle waste. Idea of modular and circular economy is front and centre in architecture and construction. Design for disassembly and build into design ways that things can be pulled apart. More mechanical fixings and less welding. Hopeful we can build building out of mass timber. Aim is the most sustainable building possible.

Q: Have you considered prefab construction to reduce time on site? Are there other options for location? Have you looked at other facilities around the world?

A: Prefab is the same as modular. It is either an idea of prefab stick elements columns and beams or we can prefab modules that we could bolt together. Need to understand first what spaces will be included. Short answer is yes but elements are up for grabs. The key is elevation for the site – no one location will tick all the boxes for plane spotters as plane spotters chase planes and are pushed on by the weather. Plane spotters were happy with the location and the side on view for landing and take-off. Site was defined by airport and handed to architects. Chosen for good road accessibility and similar opportunity to Sunbury Rd. Aim to maintain look and feel as well as food truck.

This all started with Western Sydney. A group of the Melbourne Airport team visited and took away information about the building they have and its purposes. This is part of how we shaped the brief for KTA. Architects received feedback from plane spotters about Osaka, Haneda and Seattle airports which were a few airports they like for spotting.

We are making a permanent building and thinking of a 100-year lifetime. It needs to be adaptable and have the ability to be extended.

3.5 Noise Amelioration Plan and Program, Laura Brannigan

- Statement of Objectives written to be a policy that governs this. Also, clear statements about what is and what is not part of the process.
- Looking towards plan being approved in September 2026 and the program that follows for 12 years after.
- In the benchmarking and research phase. Looking at and improving on what has been done before. Sydney and Adelaide are domestic examples. Studies reviewing previous noise amelioration projects are nearly done.
- “Threshold Amount” concept includes relative pricing and practicability.
- Facilities and eligible dwellings – refine who will be eligible and who is not. Grey area around this and APAM is delving into detail and consulting with the Federal Government.

- Effective community consultation and engagement is a big part of this as well. August to November this year there will be consultation. At the August CACG there will be detailed conversation about this phase.
- ANEF model is a defined condition, and this will change as a result of NSP, EEP and Master Plan 2027 processes. Can't have specific individual conversations with homeowners yet. In the absence of definitive eligibility, consultation will occur across communities that will be eligible and will also include near neighbours who won't be eligible.
- Have had early meetings with the State Government, Hume and Brimbank Councils.
- Have held initial meetings with the Victorian School Building Authority, Department of Education and Keilor Primary School Principal. Will be engaging shortly with Keilor Primary School Council and community associated with that school. Keilor Primary's eligibility won't be affected by change in ANEF. Will take time to scope and do the work. Aim to minimise disruption for school. Existing building standard is not yet known so further research/evaluation is necessary.

Q: Are you mindful of public process of engagement?

A: There is a lot of consultation going on, we're looking at coordinating that internally. Mitigation and treatment that will have obvious interface with health over time. Will be a place where NAP&P and health study need to overlap.

4. Guest presentations

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

- Opportunity to talk about how the process to develop the terms of reference has evolved.
- At the heart of the work has been the stakeholder engagement, going back to literature and expert network around the world. Still seems to be the first project of its kind globally, which makes it exciting and also challenging. It will be bespoke and designed for this community.
- Actions have been about engagement through CACG with stakeholder workshop times decided based on CACG feedback.
- Reviewing literature around noise.
- Stakeholder engagement plan has been shared.
- Strong sense of community, existing networks and engagement activities are helping to inform study and shape terms of reference.
- The team have asked APAM who they engage and the complaints they have received. Community action groups have also been engaged.
- Round 1 stakeholder interviews – run as structured conversations rather than interviews.
- Project website is now live. We will post periodic summaries of what we're hearing through various inputs and will open a portal for a month with a survey open to anyone. Capturing information of both positive and negative impacts and postcodes is important to do. Website link went out on airport newsletter, and the team will do a media release to announce survey is live. [<https://iht.deakin.edu.au/project/m3r-health-study/>]
- STICKE workshops: Delivered on 12 and 16 May 2025 with 31 registered attendees. Ambitious about what we did in workshops – two sessions interrelate but generated different perspective and level of understanding. Weren't many things that surprised us having already benefited from pre-workshop CACG and interview inputs. Discussion involved airport impacts and where the study will sit in that. Workshops talked about people's concerns and perspectives. Discussion included how people would like to see the study be kept alive and how people like them might support the study.

- Ownership, accountability and trust with the community is important, and peer review through open access and published results.
- Feedback from CACG members:
 - Everyone had the opportunity to participate.
 - Found it an interesting way of getting information from everyone. Wide cohort of people with some more vocal than others which may have prevented some people speaking.

Catherine noted the idea of only three people in groups means everyone can have a voice. Process is designed to give everyone a voice.

Ben noted it is important we look at other links and the benefit of the process is it gives context in which the health impacts of aircraft noise come in. Study is mandated to look at noise, but noise sits within a broader context and has many other effects as well.

- The aspect of noise wasn't mentioned enough. Some in the public have personal grievances, and the noise aspect didn't always come out enough.

Fiona noted STICKE workshops will now be followed by the next stage of interviews that will take what we've learnt from that and will look at different modes for extracting information. Catherine noted mapping will join different dots. We do assess after workshops, and the aim is to capture main levers and that's what we take from the conversation. Health impacts can be seen as negative but there is positive too. We left noise out purposely to see what came out in the room.

- The workshop achieved what it set out to do. Some people may have missed the purpose of meeting and instead used it to bring up grievances with APAM. Casting net over two sessions you get a commonality of interest. The Terms of Reference, data collected, and research will be important. 20 years is a good thing. Workers at APAM are also affected.
- Welcoming environment and inclusivity facilitators brought should be acknowledged.
- When bringing a group together for the first time, it wasn't surprising there was an overflow of negativity. Some focused on noise and felt everyone could voice concerns, be heard and be safe.
- Writing down thoughts allowed everyone to be heard.
- The challenge is in generally representative outcomes and how you account for this.
- STICKE was pivotal in engagement and allowed people to hear other people in the room.
- With every engagement the team is learning more, including the guardrails for study and what will be feasible over a long period of time.
- 126 papers came out of literature review. Will now focus on last five years to see what has happened and any recommendations in practice.
- Ben is talking with researchers globally about public health effects of aviation noise.
- Should be no surprises for stakeholders as there will ongoing engagement. Data is an asset to the community and airport – breathing life into project, transparency and engagement.
- There were people that beforehand might have been sceptical about the airport and others that ended up being really impressed. CACG members are welcome to engage with health experts moving forward.
- An out of session CACG meeting will occur a couple of weeks before the final report. August CACG is when the final report and terms of reference will be presented to CACG.

4.2 Commonwealth Department of Infrastructure, Transport, Regional Development, Communications and the Arts, Braden Hartcher

- Following the federal election, Minister King will continue in her role as Minister for Infrastructure, Transport, Regional Development and Local Government.
- Minister King did highlight a couple of areas of interest for this group. Airport rail, the continuation of the Aviation White Paper and the Australian Government's response to the Senate Noise Inquiry is with government for consideration of when it was released.
- White Paper released in August last year. 14 or 15 recommendations are already completed, and others are well underway. Review of Airports Act by 2030 – early part of 2027 we will be engaging more with CACG about this particular piece of work.

4.3 Airservices Australia, May Li Foong

- Air Traffic Movements: Update in dashboard and weekly movement numbers have been quite steady between 4000-4700 except when tropical cycle Alfred occurred.
- Weekly movements are now segregated into freight/cargo, general aviation, international and domestic.
- 48 individual complainants between Feb to April 2025. Generated 77 complaints – 26 new complainants. 15 came from one person.
- 26 suburbs recorded complaints:
 - Avondale Heights - 4
 - Newport – 4
 - Caroline Springs – 3
- 23 suburbs recorded a single complainant.
- 16 departures tend to see quite high usage during this time. April this starts to shift towards 34.
- 34 arrivals – huge proportion that came in April. Period of time it was unusually warmer.
- Six unusual movements:
 - Three weather diversions (severe thunderstorms)
 - Two radar departures (one from Avondale Heights and one from Sunshine)
 - One missed approach (Newport)
- Other:
 - One complaint about flight cancellation
 - One request for flight itineraries over Keilor Park
- Airservices will be adding NAP reporting to our Aircraft in Your Neighbourhood site. This is already being done in Brisbane, but we will be expanding to other major airports.
- We will report on runway operating modes usage.
- May will keep CACG in the loop once we have a go live date.

5. Close

The meeting ended early due to an evacuation of the Novotel at 12:45pm.

Next meeting is scheduled for 19 August 2025.

Summary of actions

New Actions

Item no.	Date	Action requested	Responsible person	Deadline	Closed, or action taken
1	15/05/2025	Questions raised by Victor	APAM	ASAP	Closed – attached with the minutes
2	20/05/2025	Were traffic conditions outside the airport that could inhibit access in case of an emergency part of the simulation	Ed	Prior to August CACG	

Past Actions

Item no.	Date	Action requested	Responsible person	Deadline	Closed, or action taken
1	18/02/2025	Confirm if the graph on Slide 8 from last meeting was referencing Melbourne Airport	May	Prior to May CACG	Closed – the slide refers to Melbourne only, it does not include Essendon
2	18/02/2025	Community health experts to share an example of work we have done with community	Community Health Experts	Prior to May CACG	Closed – the information was sent with the Community Health Study workshop pack
3	18/02/2025	Presentation on terminal upgrades		May CACG	Deferred to August CACG

Attachment presentations (sent to members previously)

- Melbourne Airport
- Community Health Study Experts
- Visitor Centre architects
- Airservices Australia

Attachments:

- Noise reports
- Community Health Study Stakeholder Engagement Plan (sent to members previously)

Responses to Victors Questions

1. **Noise Sharing and Respite Operations:** Sydney Airport's Long-Term Operating Plan (LTOP) introduced a community-informed "noise sharing" framework that rotated runway use to provide predictable respite—effectively serving as a social contract to mitigate noise impacts. Melbourne Airport's own third runway [approval condition 3.1](#) now mandates a Noise Sharing and Airspace Concept Plan, requiring noise mitigation to be prioritised outside peak periods and ensuring communities receive regular respite through use of the east–west runway (09/27), when operationally feasible. *How will Melbourne Airport ensure this plan is co-designed with the community, not simply consulted on? And once operational, how will the airport transparently track and report on compliance with noise distribution commitments?*

APAM response

The Noise Sharing Plan will be prepared by independent experts. Consultation will include some early consultation with local communities. Feedback will then be incorporated into a draft Plan prior to a second round of engagement. During any consultation, APAM is keen to ensure the community is aware of what elements of the plan the community can influence and which elements are 'fixed' by factors such as safety or weather.

The Plan will outline how it has taken into account any feedback received during consultation. Where the Plan has not adopted feedback it must outline reasons for not adopting the feedback.

Regarding adherence to the Noise Sharing Plan post opening, APAM would expect this to be reported on by Airservices noting the initiative outlined within the recent Aviation White Paper (see below):

Initiative 33. Improve transparency about aircraft noise impacts. Airservices Australia will examine its Noise and Flight Path Monitoring System (NFPMS) and include additional information in the NFPMS on aircraft movements and noise impacts. Airservices Australia will also publish a quarterly report on noncompliance with noise abatement procedures.

2. **Transparent Noise Monitoring & Complaint Response:** At Amsterdam's Schiphol Airport, an independent community centre (BAS) logs noise complaints, links them to specific flights, and publishes detailed quarterly reports—providing transparency and enabling targeted noise-reduction actions by the airport and air traffic control (Source: [schiphol.nl](https://www.schiphol.nl)). *What comparable measures will Melbourne Airport adopt to improve transparency and responsiveness in noise monitoring and complaint handling? Is there scope to implement a real-time noise tracking system—with public access to flight paths, noise data, and complaint trends—and to regularly publish community noise impact*

reports that demonstrate how complaints are being addressed, especially as operations expand with the third runway?

Airservices Australia response

Airservices manages complaints and enquiries about aircraft noise and operations through its Noise Complaints and Information Service (NCIS). Their Aircraft in Your Neighbourhood (AIYN) website provides information about flight paths and aircraft movements within local areas including detailed information on frequency and altitude of flights, and historical noise complaints information.

Flight paths and aircraft noise data is displayed on the Airservices Webtrak website. WebTrak provides near real-time data, allowing you to see where aircraft fly. Aircraft noise data is also displayed, collected daily from noise monitors strategically located around communities close to the airport. You can see how often a particular flight path is used on a monthly, quarterly or annual basis and look at data from noise monitors over these periods.

The flight path and aircraft noise data helps validate noise modelling results and identifies acoustic impacts of current and historic aviation activity to guide decisions on proposed changes to operations. In the context of the new runway, this will be covered in the Post Implementation Review of the new runway operations (see Question 4 below).

As complaints handling evolves this may include additional tools and information which can be provided to the community to assess noise impacts of aircraft operations. Over the years Airservices has made improvements to its flight path reporting tools to enhance the transparency and provision of information to the community on aircraft movements, patterns, and noise levels. These include reducing the delay time on Webtrak from 15 minutes to three minutes and providing an interactive tool on AIYN for monthly complaints reports. Using this tool, you can view historical complaint issues, suburbs and number of complainants within a date range of your choice from June 2019. Airservices will soon add Noise Abatement Procedures Reporting for Melbourne Airport to AIYN in the coming months and there may be further improvements in the future prior to opening of the new runway.

APAM response

Aircraft noise complaints remain a responsibility of Airservices. However, Melbourne Airport has completed the following to improve transparency with the community:

- Prepared monthly noise reports for 2023 that are available on our website. *We are in the process of finalising reports for the first half of 2024 which will be available shortly on our website.*

- Prepared summary reports of the data collected in 2024 from our noise monitors. These draft reports have been shared with CACG for review and will be published on our website for the community.
- We have recently changed our aircraft noise monitor service provider and we will have quarterly reports of aircraft noise data from the noise monitors to be shared with the community.

3. **Noise Insulation and Community Compensation:** Heathrow's expansion set a strong precedent for managing noise impacts by funding [comprehensive noise insulation](#) for homes in high-noise zones (60 dB LAeq and above), partial support for moderately affected areas, and full insulation for schools and community buildings. In addition, the UK Government endorsed a community compensation fund—effectively a noise levy—to invest in areas impacted by the expansion (Source: assets.publishing.service.gov.uk). *In light of these benchmarks, what approach is Melbourne Airport taking through its noise amelioration program? Specifically, will it offer home and school insulation for areas likely to experience significant or new noise impacts (particularly at night), and would it consider a dedicated compensation fund or levy to support ongoing mitigation and improve community well-being over the long term?*

APAM response

APAM have commissioned a detailed benchmarking study into the objectives, structure, scope and effectiveness of noise amelioration schemes around the world – including Heathrow. We'll share the outcomes of these studies with CACG and publicly.

Condition #4 of the Minister's approval conditions already defines some parameters for noise amelioration. The requirements include zones that include the Government's definition for 'significant' noise, and select building types within those areas (including homes, schools and childcare centres).

It is a complex task to determine the cost structure of the NAP&P. This work is in early stages and we'll keep CACG updated through its progress.

Our NAP&P offering will be designed to produce industry best practice results tailored to our local context – this means our Program will focus on practicability. We recommend reading the NAP&P Objectives Statement for more detail about how APAM is approaching this important project:

<https://www.melbourneairport.com.au/community/noise-amelioration>

4. **Post-Implementation Noise Impact Review:** After Brisbane's parallel runway opened, there was a surge of noise complaints, prompting Airservices Australia to conduct a

formal post-implementation review about a year later. That review explicitly stated that *“community and industry suggestions for alternative flight paths and/or procedures for runway modes and noise abatement will form part of the review”* (Source: abc.net.au), and a multi-stakeholder forum was set up to guide noise mitigation actions. *Will Melbourne Airport commit to a similarly transparent review process for the third runway—ideally around 12 months post-opening—inviting community input and independent oversight? In particular, will the airport support operational changes, in partnership with Airservices and regulators, where real-world noise impacts exceed forecasts or cause significant community concern?*

Airservices response

Airservices conducts Post Implementation Reviews (PIRs) of flight path and airspace changes a minimum of 12 months after the change. The PIR will compare forecast operations with actual operations to determine any material difference, verify assumptions made about potential environmental and community impacts and consider appropriate improvements or mitigation measures. Key themes of community complaints received by the NCIS, feedback from industry operators and from the community during engagement on the PIR will also input into the PIR development. The PIR process, including community engagement on any aspects of the PIR will be conducted in accordance with the Airservices Australia Post Implementation Review Procedures and the outcomes published on the Engage Airservices website.

5. **Airline Noise Accountability (“Fly Quieter” Program):** Leading airports like Los Angeles International Airport are engaging airlines as partners in noise reduction. LAX launched a “Fly Quieter” program that *scores and publicly recognizes airlines* based on their noise performance – measuring factors like actual noise levels at community monitoring stations, adherence to preferred flight tracks (avoiding early turns over neighborhoods), minimizing late-night departures, and use of quieter aircraft technology (Source: ala.aero). Airlines at LAX earned awards or public acknowledgement for exceeding noise abatement standards and even gained bonus points for actively engaging with the community noise roundtable (Source: ala.aero). *Will Melbourne Airport consider implementing a similar program tied to the third runway—such as publishing airline noise scorecards or providing incentives for exemplary performance? Such a framework could encourage better practices and demonstrate that the airport is proactively reducing noise at its source.*

APAM response

Melbourne Airport is keen to see the outcomes of the Aviation White Paper Initiative 33 regarding noncompliance with Noise Abatement Procedures before considering

exploring a different framework.

Initiative 33. Improve transparency about aircraft noise impacts. Airservices Australia will examine its Noise and Flight Path Monitoring System (NFPMS) and include additional information in the NFPMS on aircraft movements and noise impacts. Airservices Australia will also publish a quarterly report on noncompliance with noise abatement procedures.

- 6. Community Health Impact and Transparency:** International best practice now regards community health as a core metric of an airport's operations. In Europe, community groups have not hesitated to take legal action when they feel health impacts are being ignored – for example, 900+ residents near Schiphol joined a lawsuit alleging that the airport failed to protect their health from aircraft noise and pollution (Source: [dutchnews.nl](https://www.dutchnews.nl)). *How will Melbourne Airport and government partners respond if the M3R Community Health Study identifies significant health risks or recommends operational limits (e.g. on nighttime movements or noise thresholds)? Will there be a clear mechanism for translating those findings into enforceable policy responses or mitigation programs? To build public trust, it's critical that the community is kept informed at each stage of the study—and that the study's findings lead to real outcomes, not just reporting.*

Department response

The purpose of the Community Health Study is to monitor the community health impacts associated with the construction and operation of M3R over its first 20 years. It is therefore too early to comment on a response to any future findings of the Study, as this would be pre-empting the actual findings of the Study. If the longitudinal study provides clear and compelling evidence of negative health impacts associated with M3R, other decision makers (including but not limited to APAM, the Australian Government and/or the Victorian Government) may be minded to adopt policies in response. However, without clear evidence of the nature of any community health impacts of M3R, it would not be appropriate to attempt to specify what would be required to address any potential impacts.

Health Expert response

Transparency is a theme that has surfaced throughout the community health expert team's stakeholder interactions in drafting the terms of reference for the community health study. Transparency has been discussed in the context of the public reporting of updates and findings of the study and in the ongoing substantial engagement required with stakeholders. The team has pointed out that to remain independent, the study itself cannot have any role in enforcing any mitigation but will provide useful data for all in the monitoring of health impacts from aircraft activity as well as mitigation efforts. The importance of engagement to ensure measures relevant to stakeholders are included has also been discussed.

MELBOURNE AIRPORT

Melbourne Airport

CACG Update

20 May 2025



Operations and Community

Edward Martin

Head of Public Affairs

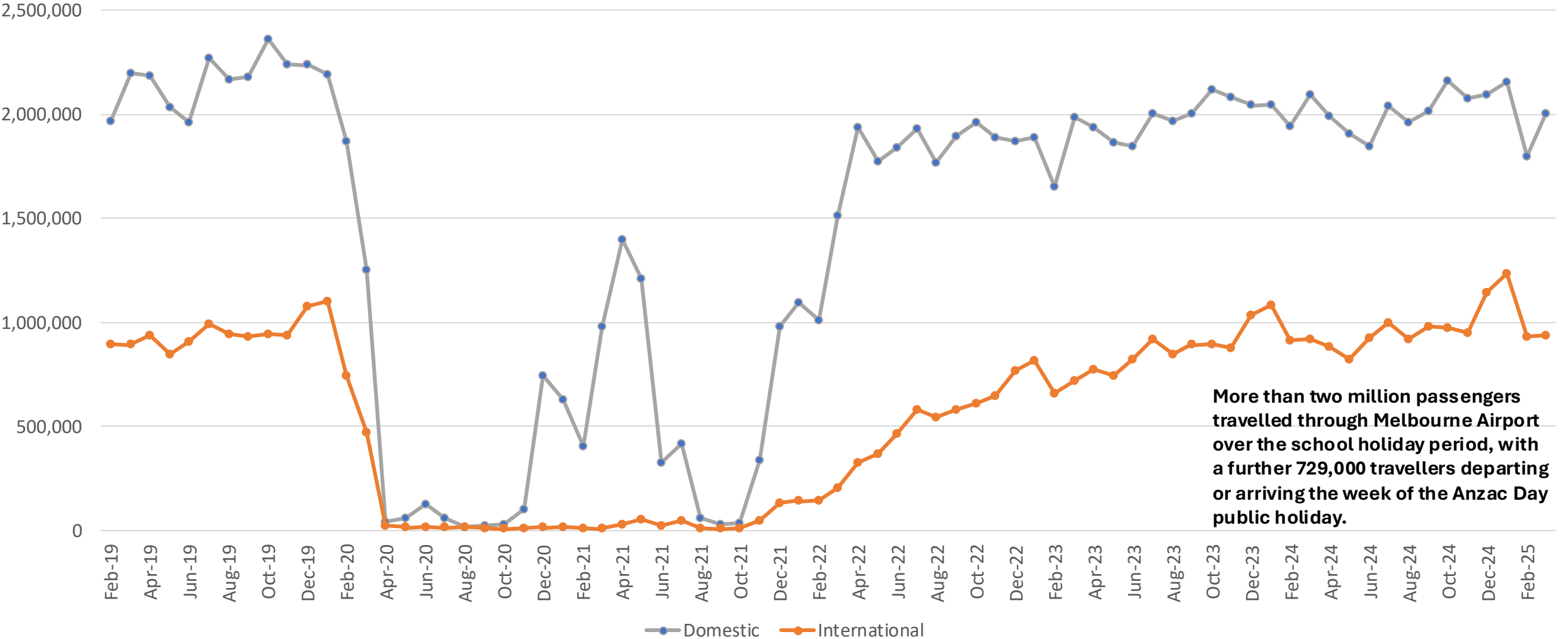
MELBOURNE AIRPORT



CACG briefing

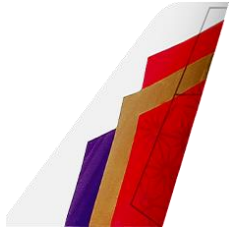
Airport Operations – Passenger Trends

Melbourne Airport Passenger Numbers



More than two million passengers travelled through Melbourne Airport over the school holiday period, with a further 729,000 travellers departing or arriving the week of the Anzac Day public holiday.

International highlights



Air India

- Melbourne Airport along with Air India and Airservices Australia marked International Women's Day with an international celebration of women in the air, on the ground and on the airwaves.
- The aircraft was serviced on the tarmac at Melbourne Airport by a female ground team and managed in the air by a team of female air traffic controllers.



Batik Air

- Malaysian carrier Batik Air will introduce year-round flights between Melbourne and Kuala Lumpur.
- Batik Air is part of the Lion Air Group and the extra Kuala Lumpur services will supplement the carrier's daily flights between Melbourne Airport and Bali.



Malaysia Airlines

- Malaysia Airlines will progressively introduce a third daily flight to Melbourne from August
- By the end of the year, it plans to operate all 21 weekly flights from Melbourne with brand new Airbus A330neo aircraft.
- The new flights will add an extra 216,000 seats a year between Melbourne and Kuala Lumpur, providing Victorian travellers and exporters with extra choice and putting Malaysia Airlines into the top five foreign carriers serving Victoria.

Other updates



Travellers vote Melbourne Airport best in Australia Pacific

- Travellers have voted Melbourne Airport the Best Airport in Australia and the Pacific at the Skytrax World Airport Awards for the third consecutive year.
- Melbourne Airport has now won the award in five of the past six years, with previous wins in 2020 and 2021.
- The prestigious awards were held in Madrid overnight and are based on the world's largest airport customer satisfaction survey, with travellers taking part in an annual survey assessing more than 565 airports.

Emergency Exercise

- Melbourne Airport conducted one of its largest-ever emergency exercises on 1 May, involving more than 470 participants simulating the crash of an Airbus A320 on the airfield.

Engagement Update

Major Projects Hub

- Our new Major Projects Hub will be live in June. It will contain key information on the third runway, updated Noise and Flight Path tool, airport rail and other key projects.
- Community members will be able to make submissions during our Noise Sharing consultation later this year.

Joblink upgrade

- We have upgraded our Melbourne Airport Joblink site to provide job seekers with better access to opportunities across the airport precinct.
- You can find the new Joblink here: [Melbourne Airport Joblink](#)

M3R Communication Strategy on the Impact of Works

- APAM's response to M3R Approval Conditions 7.40 and 7.41 was sent to DITRDCA on 01 May 2025.
- The *M3R Communication Strategy on the Impact of Works* draws on the *M3R Project Communications and Engagement Strategy* that addresses all relevant engagement requirements of the commitments register.
- DITRDCA acknowledgment provided to APAM on 02 May 2025.

Community Investment Strategy (post-audit)

- A comprehensive audit of FY25 initiatives under the Community Investment Strategy has been completed.
- Development of the FY26 Community Strategy will be informed by the outcomes of this audit.

Community pop ups

- **Since last CACG:**
 - Craigieburn Festival
 - Mediterranean Fiesta
 - Marnong Estate Petting Zoo
- **Upcoming:**
 - Hume Winter Lights – Saturday 21 June
 - Keilor Sports Club Home Game – Saturday 16 August

www.melbourneairport.com.au/community-grants

Community Giving Fund

- Avondale Heights Sporting Club: Junior Club
- Keilor Historical Society: Keilor ANZAC Day Commemoration
- Association of Ukrainians in Victoria: Splintered Crayons
- Essendon Hockey: Essendon Hockey Junior Hub Development



Planning

Joseph Gandy

Planning


MELBOURNE AIRPORT




CACG briefing

Melbourne Airport's Third Runway - update

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


 **Eastern Extension Project (EEP):** Deed executed by APAM CEO on 30 April 2025, meeting Condition 1.1 (EEP Deed). Design and airline engagement progressing, MDP work has commenced.

 **Noise Sharing and Airspace Concept Plan (NSACP):** DITRDCA has endorsed scope and independent consultants Trax and GHD, related Conditions have therefore been met. They will be engaged this month.


Construction: early works Northern Access Route, Arundel Creek Treatment Facility, and blasting trial have been delayed to later this year (secondary approvals)

Commitments: Overview of key developments

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

 **Environment**: underway. Independent Environmental Assessor endorsement of Preliminary Works (PW)/Early Works (EW) CEMP & subplans received w/e Friday 02 May 2025.

MP27: work underway.

 **Community and stakeholder engagement**: M3R Communication Strategy on the Impact of Works: APAM's response to Conditions 7.40 and 7.41 was sent to DITRDCA on 01 May 2025. DITRDCA acknowledgment provided to APAM on 02 May 2025. These conditions are now met.

 **Health Study & Noise Amelioration Plan**: underway. See relevant CACG updates

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:

- May 2, 3, 9, 10, 11, 16, 17, 23, 24 and 25
11:59pm - 5am

UPCOMING: 09/27 OVERLAY

These overlay works will start in October 2026 and run until March 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

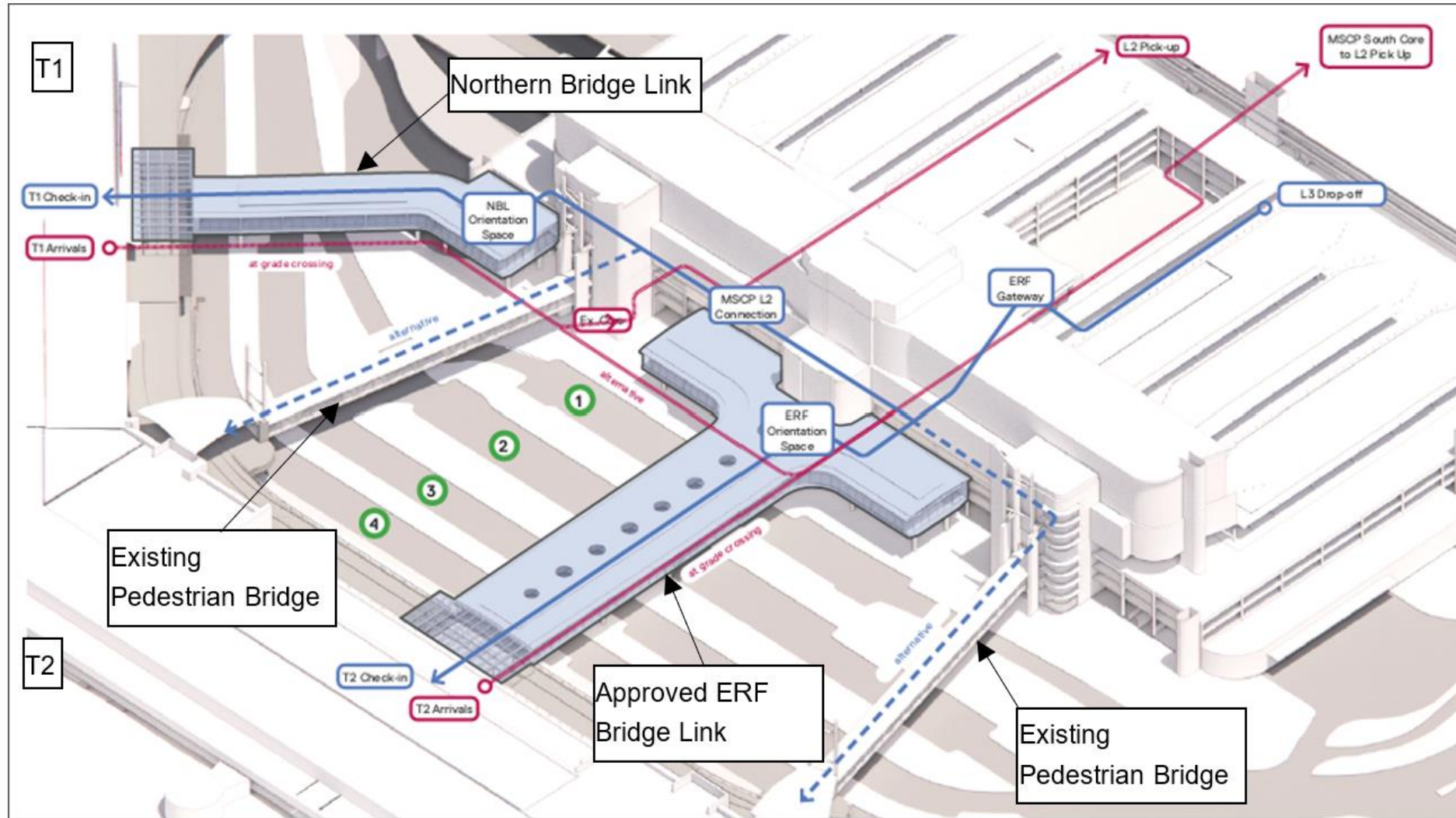
Naarm Way Stage 2

- Stage 2 progressing well – 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.
- **Minor Variation OHV Ramp** – submitted to Minister 6 May 2025
- **Minor Variation Northern Bridge Link** – 15 day Public Exhibition commencing 8 May 2025

Elite Park Draft MDP under Ministerial consideration



Naarm Way Stage 2 Minor Variation – Northern Bridge Link



Aerial view of proposed Northern Bridge Link connecting over Arrival Drive to T1 Departures (view north-east)

Planning matters

Planning applications

- 36 Church Street, Keilor VIC 3036 – childcare centre in MAEO1, at VCAT. VCAT handed down its decision, the application cannot proceed.
 - It has found that the MAEO operated separately to the Heritage Overlay and therefore, while the HO allowed 'prohibited uses' – the provisions of the MAEO also applied and land could not be used for the purpose of a child care facility.
 - In this regard it considered the MAEO did not 'prohibit' the use (and therefore enable the operation of the HO exemption).
- 32A Green Gully Road, Keilor VIC 3036 – amendment to planning permit from 2021, now includes childcare centre and changed accommodation
 - No further communications have been received.

Noise Monitors

Joseph Gandy

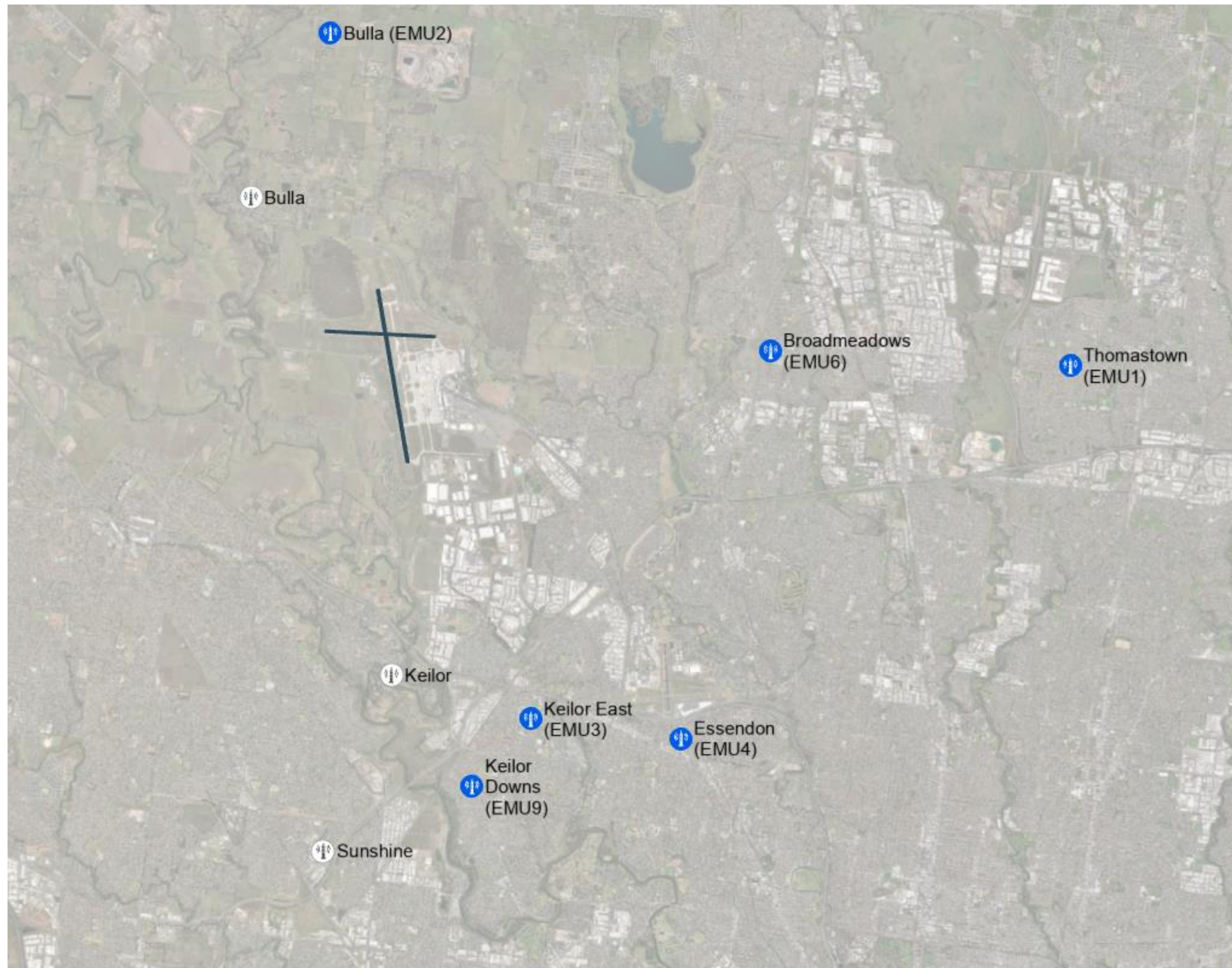
Planning

MELBOURNE AIRPORT



Noise Monitors

- Melbourne Airport installed three new portable noise monitors in 2023 to increase and improve the data available for residents about aircraft noise around the airport.
- The portable noise monitors linked directly to Airservices Australia's Webtrak system allowing anyone to access the data online in almost real time.
- Reports have been prepared to provide a summary of the aircraft noise data collected during 2024
- Data presented in the report covers the maximum noise level detected for an aircraft event.



Community Fact Sheet

Aircraft movements

Below are the number of aircraft movements captured by the Keilor monitor by operation (arrivals / departures) and runway for 2024.

Arrivals		Departures	
Runway 16	94	Runway 16	29,475
Runway 34	30,320	Runway 34	1
Runway 09	1	Runway 09	-
Runway 27	24	Runway 27	7
Runway 16/34	30,321	Runway 16/34	29,476
Runway 09/27	24	Runway 09/27	7

N-above noise events

One way to describe aircraft-noise impacts is by the number of noise events that exceed a certain level. These metrics are referred to as: 'N-above' (as in, number above) contour levels.

It aims to provide information in a form that is better understood by the public. It does this by providing a description of aircraft noise exposure at a given location and time period. The National Airports Safeguarding Framework (NASF) Guideline A: Measure for Managing Impacts of Aircraft Noise, recommends the use of N-contours for strategic planning purposes.

The data collected from the Keilor noise monitor is presented in the N-above format below, indicating the average number of events during 2024.

For example, on average there were
48 daily departure events above 70 dB(A) and
67 daily arrival events above 60 dB(A).

		Arrival Events	Departure Events	Total Events
N60 24hr	N60 24 hours provides the number of events at or above 60dB(A) over a 24-hour period	67	78	145
N70 24hr	N70 24 hours provides the number of events at or above 70dB(A) over a 24-hour period	<2	48	49
N60 night	N60 night provides the number of events at or above 60dB(A) over the night period (11pm to 6am)	8	5	13

Aircraft noise can be different for arrivals and departures. The following pages provide information broken down by operation (arrival and departures).

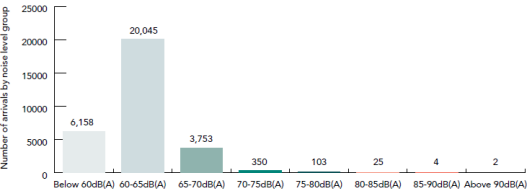
Arrivals



Noise results from the 30,439 arrivals collected in 2024 have been allocated into noise level 'groups' and by periods of the day. Graph below highlights the number of arrivals during 2024 by noise level group.

For example, there were

- **over 20,000 arrivals** detected between **60-65 dB(A)**
- **103 arrivals** detected between **75-80 dB(A)**.



The number of arrivals during 2024 by noise level group and time of day are highlighted below.

For example, there were

- **more than 8,900 events** detected between **60-65 dB(A)** in the **Morning (6am-1pm)**
- **15 events** detected between **75-80 dB(A)** in the **Evening (5pm-11pm)**.

	< 60 dB(A)	60-65 dB(A)	65-70 dB(A)	70-75 dB(A)	75-80 dB(A)	80-85 dB(A)	85-90 dB(A)	> 90 dB(A)
Morning 6am-1pm	2,163	8,902	1,757	181	65	11	3	-
Afternoon 1pm-5pm	1,526	4,166	671	83	21	7	1	-
Evening 5pm-11pm	1,732	4,693	844	63	15	3	-	2
Night 11pm-6am	737	2,284	481	23	3	3	-	-
TOTAL	6,158	20,045	3,753	350	103	25	4	2

Below highlights the number of arrivals during 2024 by aircraft type groups along with the highest, lowest and median noise level events.

For example, there were

- **more than 18,000 narrow-body (older gen) arrivals** with a **median** noise level of **62.0 dB(A)**
- **more than 3,600 wide-body (new gen) arrivals** with a **median** noise level of **61.8 dB(A)**.

Grouping	Example Aircraft Type	Number of arrivals captured	Maximum Noise Level dB(A)		
			Highest	Median	Lowest
Wide-body four engines	Airbus A380, Boeing 747	526	77.5	64.9	52.5
Wide-body (older gen)	Boeing 777, Airbus A330	3,626	90.3	64.4	52.9
Wide-body (new gen)	Airbus A350, Boeing 787, Airbus A330neo	3,049	87.4	61.8	51.2
Narrow-body (older gen)	Airbus A321/A320, Boeing 737, Boeing 717, Embraer 190, BAe-146	18,128	97.0	62.0	50.1
Narrow-body (new gen)	Airbus A321neo/A320neo, Boeing 737 MAX, Airbus A220	2,055	80.1	60.1	52.1
Turboprops	Dash-8 Q400, Saab 340, Metroliner	2,310	83.4	60.9	51.7
Other	Global Express, Cessna 172 etc.	146	70.6	60.2	51.7

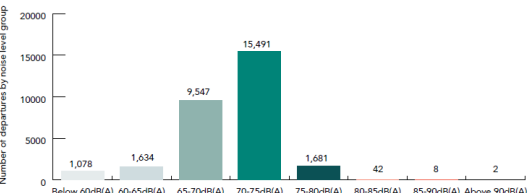
Departures



Noise results from the 29,483 departures collected in 2024 and have been allocated into noise level 'groups' and by periods of the day. The graph below highlights the number of departures during 2024 by noise level group.

For example, there were

- **over 15,400 departures** detected between **70-75 dB(A)**
- **over 1,600 departures** detected between **75-80 dB(A)**.



The number of departures during 2024 by noise level group and time of day are highlighted below.

For example, there were

- **more than 8,900 departures** detected between **60-65 dB(A)** in the **Morning (6am-1pm)**
- **15 departures** detected between **75-80 dB(A)** in the **Evening (5pm-11pm)**.

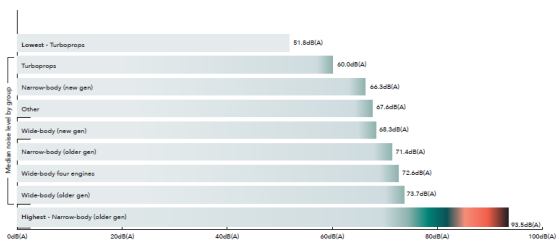
	< 60 dB(A)	60-65 dB(A)	65-70 dB(A)	70-75 dB(A)	75-80 dB(A)	80-85 dB(A)	85-90 dB(A)	> 90 dB(A)
Morning 6am-1pm	347	477	2,713	4,368	503	9	0	0
Afternoon 1pm-5pm	358	574	2781	4,666	525	10	2	0
Evening 5pm-11pm	362	528	3356	5,609	544	22	6	2
Night 11pm-6am	11	55	697	848	109	1	0	0
TOTAL	1,078	1,634	9,547	15,491	1,681	42	8	2

Below highlights the number of departures during 2024 by aircraft type groups along with the highest, lowest and median noise level events.

For example, there were

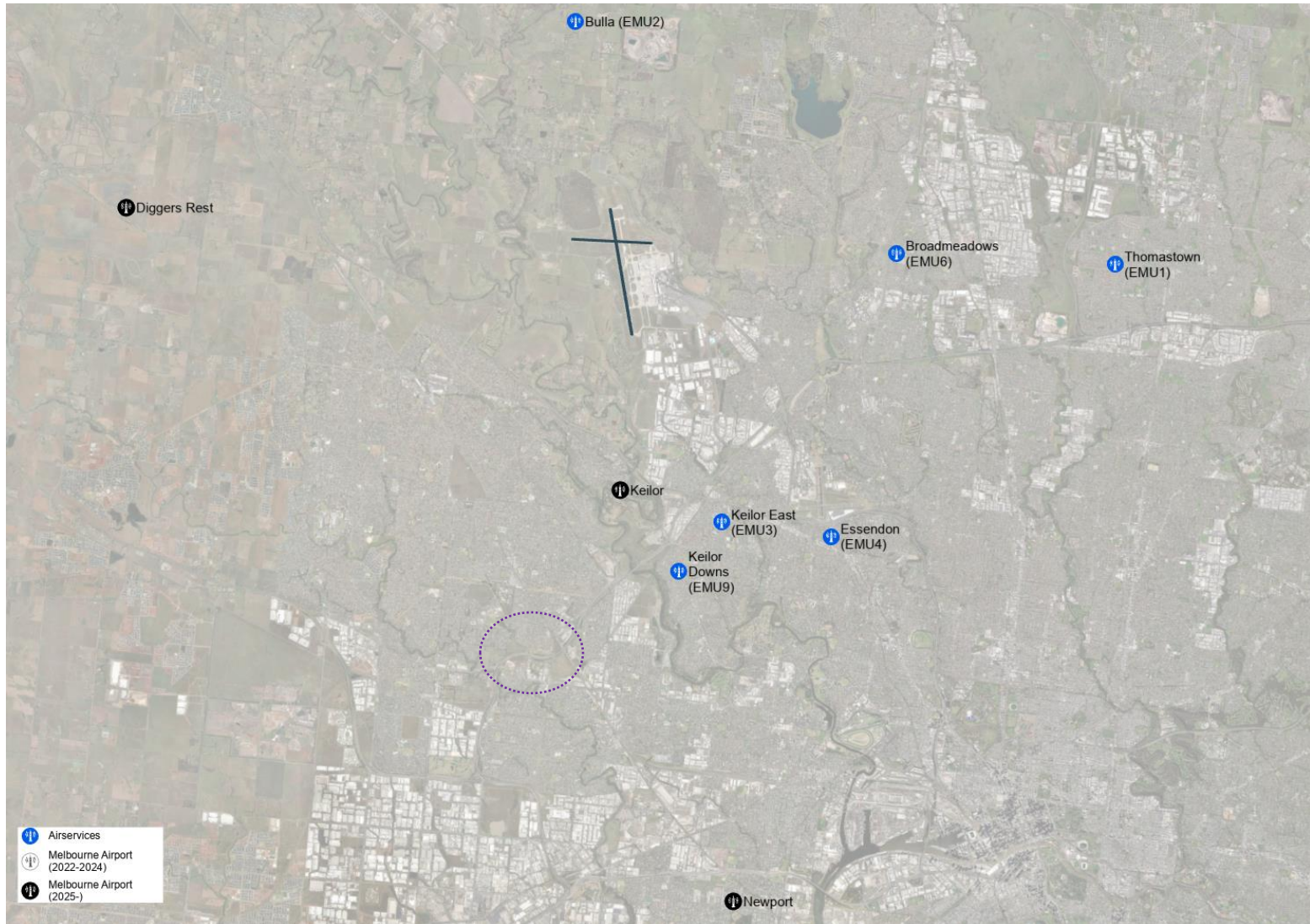
- **more than 15,800 narrow-body (older gen) events** with a **median** noise level of **71.4 dB(A)**
- **more than 4,800 Wide-body (new gen) events** with a **median** noise level of **68.3 dB(A)**.

Grouping	Example Aircraft Type	Number of departures captured	Maximum Noise Level dB(A)		
			Highest	Median	Lowest
Wide-body four engines	Airbus A380, Boeing 747	658	84.3	72.6	59.5
Wide-body (older gen)	Boeing 777, Airbus A330	3,948	92.5	73.7	53.0
Wide-body (new gen)	Airbus A350, Boeing 787, Airbus A330neo	4,861	87.8	68.3	53.0
Narrow-body (older gen)	Airbus A321/A320, Boeing 737, Boeing 717, Embraer 190, BAe-146	15,876	93.5	71.4	52.8
Narrow-body (new gen)	Airbus A321neo/A320neo, Boeing 737 MAX, Airbus A220	2,032	88.2	66.3	53.6
Turboprops	Dash-8 Q400, Saab 340, Metroliner	1,930	87.3	60.0	51.8
Other	Global Express, Cessna 172 etc.	176	76.0	67.6	54.6



Change of Provider

- Went to tender with two providers
- Impressed with the product offered by Casper – particularly the access to data and report generation.
- Casper Temporary Noise Monitors
 - A monitor in Keilor (same location as previous monitor).
 - A monitor in Diggers Rest
 - A monitor in Newport
 - We are continuing to look for a location in St Albans
- Casper product will allow APAM to provide CACG with Quarterly reports for each noise monitor.
- These reports will be made available on our website for the community.



Noise Amelioration Plan & Program

Laura Brannigan

Head of NAP&P

MELBOURNE AIRPORT



NAP&P STATEMENT OF OBJECTIVES

Introduction of the third runway at Melbourne Airport will increase community exposure to aircraft noise. The effects of this will be most significant close to the airport, where the volume and frequency of low altitude overflights could impact amenity and health.

The Commonwealth approval of the third runway project includes requirement to develop a *Noise Amelioration Plan* for approval by the Infrastructure Minister in 2026. The approved Plan will then be delivered through a *Noise Amelioration Program* until and after the runway opens in 2031.

The Noise Amelioration Program will complement controls that have been in place since 1992 to minimise conflict between community and the airport's growing 24/7 operation. State and local government planning frameworks have required that new buildings in noise planning overlays be constructed to meet Australian Standard 2021:2015 (*Acoustics – Aircraft Noise Intrusion – Building Siting and Construction*). However, some homes and public buildings in the areas of significant impact were built prior to or outside AS2021:2015 applicability and may therefore need treatment to help mitigate the effects of noise.

NAP&P STATEMENT OF OBJECTIVES

The Program will be designed to mitigate the adverse impacts of aircraft noise for residents and sensitive public buildings in the Hume and Brimbank communities closest to the airport. Priority will be given to structures where sleep, learning, communication and annoyance outcomes can be significantly improved.

Melbourne Airport's Noise Amelioration Plan & Program will not include property acquisition.

The Noise Amelioration Plan will be developed through 2025/6 through a process of research and benchmarking, consultation and project definition. Community members are encouraged to register their interest and engage with the public consultation activities to help guide Melbourne Airport's production of an effective and practical Plan & Program.

Melbourne Airport will seek Ministerial approval of the Noise Amelioration Plan & Program in September 2026.

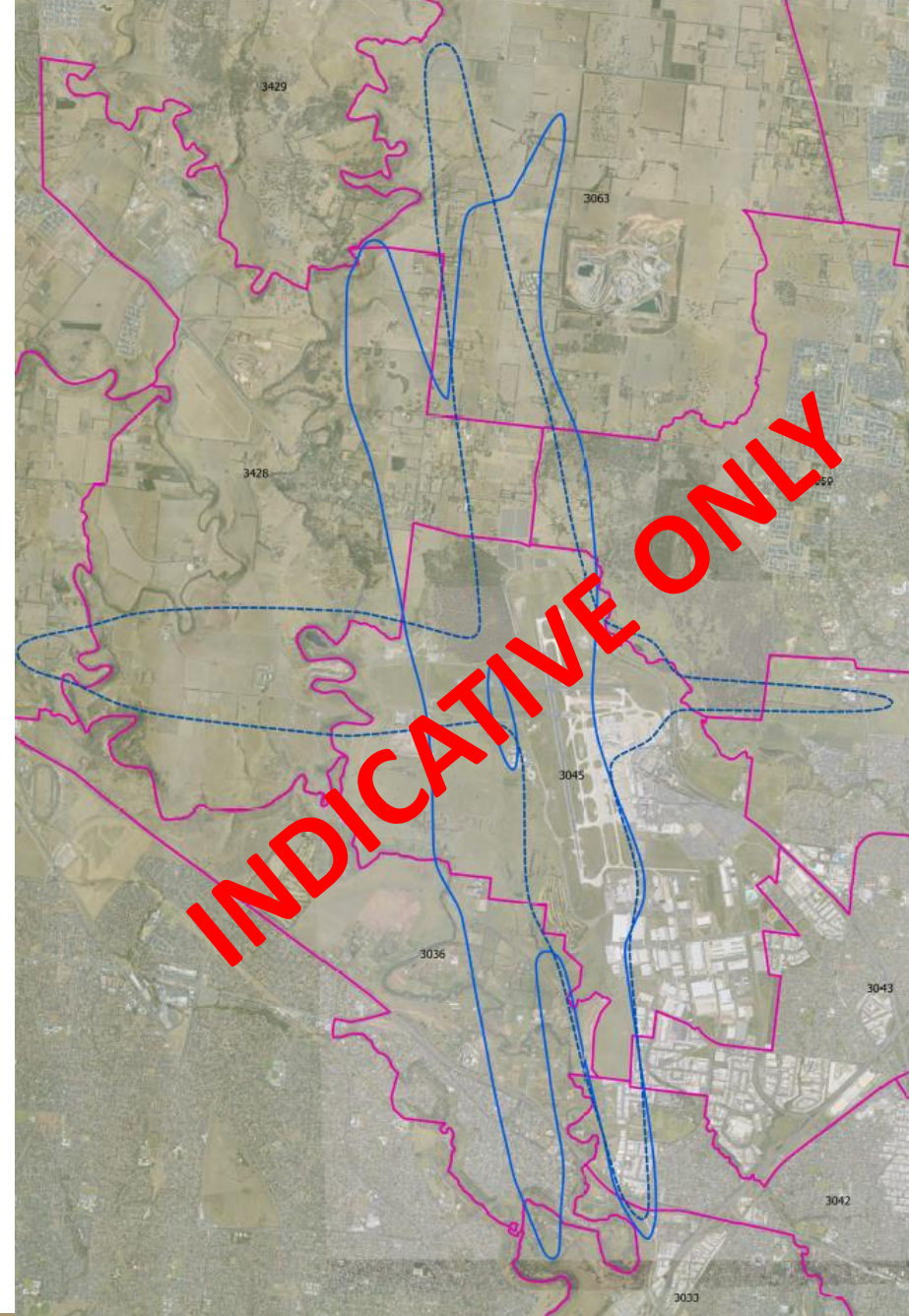
WORK IN PROGRESS

Defining:

- Threshold Amount
- 'Facilities'
- 'Eligible' dwellings

Consultation and engagement planning:

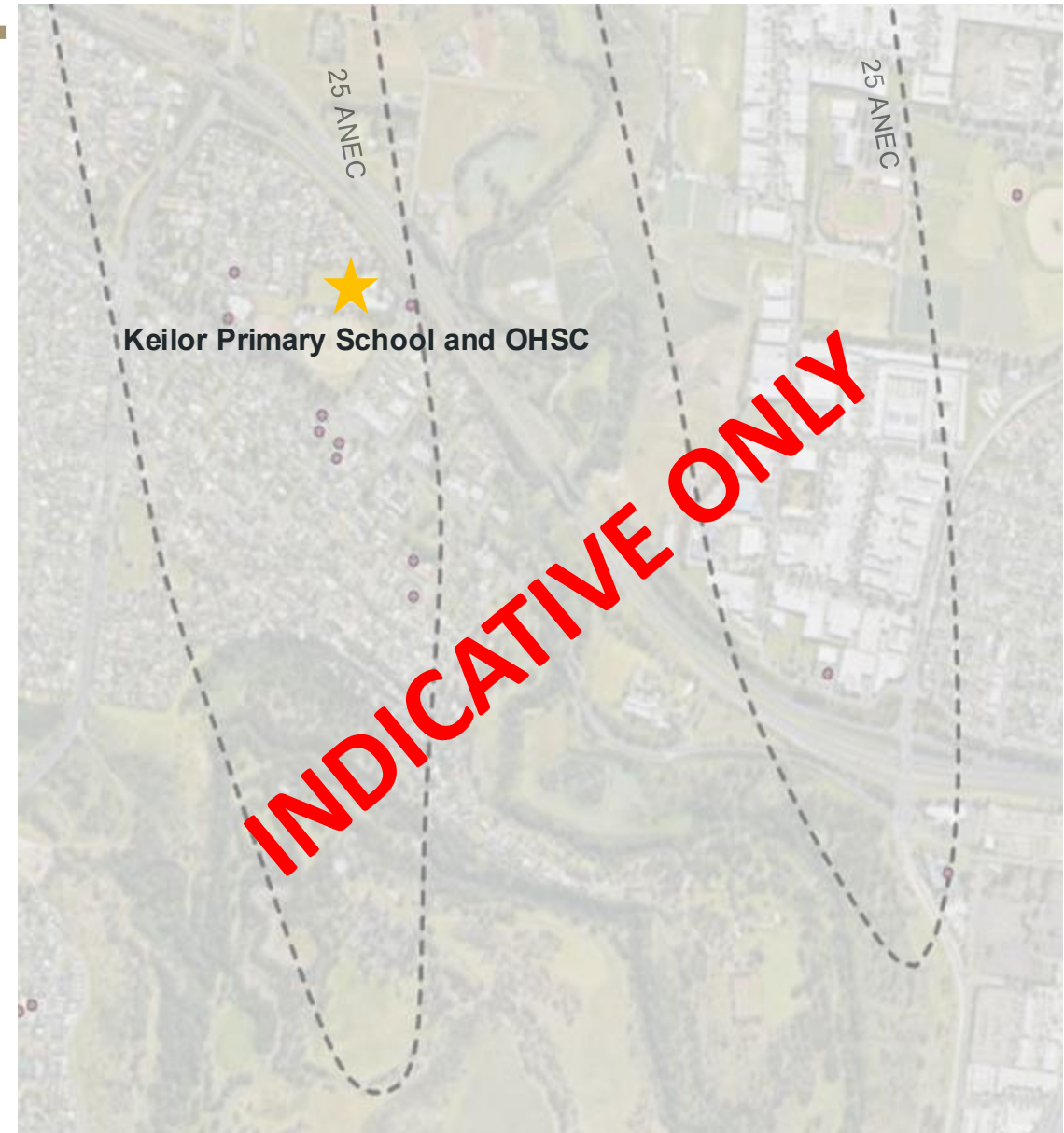
- NAP&P strategy drafted
- Early meetings with Hume, Brimbank, State
- Mail-out in postcodes with at least some likely eligibility in June
- First round public engagement Aug-Nov 2025



KEILOR PRIMARY SCHOOL

MP22 ANEC 25

- Early engagement commenced.
- KPS will be 'eligible' for NAP&P
- Existing building noise intrusion performance and reasonable conformance w/ AS2021:2015 to be investigated
- Scope of improvements and timing of works to be agreed
- Consultation and engagement in school community is necessary



Melbourne Airport Visitor Centre

CACG May 2025

**BUILDING
YOUR AIRPORT**

Contents

We are still at the precipice of starting the design work for the Visitor Centre, and we'd love to hear your thoughts.

- 1
Our aspiration
- 2
The location
- 3
Questions and feedback

Our aspiration

BUILDING YOUR AIRPORT

01

Our Melbourne, Your Airport

Our third runway is underway, and we'd like to create a hub to bring the community along with its story as well as the future of the airport

Our aspiration

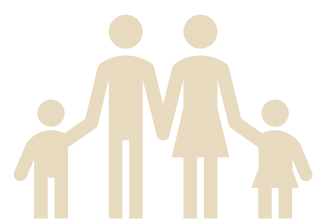
A hub to create connections with our community and stakeholders by educating and informing them about our history, heritage, current operations and future plans.

Melbourne Airport is building a new runway and will need to engage with the community and stakeholders during its construction period. There are also substantial portions of our community that appreciate the stories of the airport's inception and the site's cultural and settler heritage, as well as enthusiasts - photographers and people who enjoy the thrill of watching the aircraft landing and departing.

We need a practical architectural concept for a permanent built intervention that encapsulates responsible community and stakeholder engagement, environmental sustainability, education and appreciation for the aviation industry.



The Visitor Centre should cater for the following user groups and associated functions



Families

The location could be frequented by families with children interested in aviation (generally or for future careers).

Age range wide - toddlers to teenagers.

Families engage currently with the food truck on-site at Sunbury Rd, but there are no amenities, so they do not tend to stay for long.

No educational facilities exist at current sites.

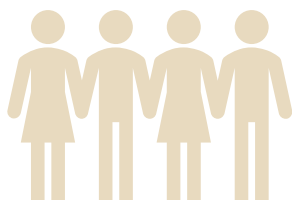


School Groups

When construction of the runway is underway (and beyond) it is envisioned that scheduled school excursion groups will attend.

The visitor centre should be sized and spec'd appropriately to cater for school groups (of between 30 to 50 people, detail to be determined) and support a school's education and interpretation program.

Students should interact with a range of educational formats. Potential provision of supervised tours of the site.

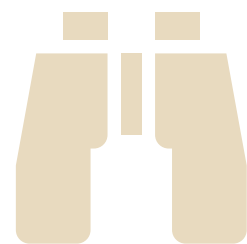


Community Groups

Facility would be useful as a venue for hosting industry and community activities (e.g. meetings, press conferences and social groups such as cyclists, chess players, talks).

Groups may range between 10 and 40 and may also use supervised tours of the site.

The visitor centre will require space to accommodate school and community groups simultaneously, i.e., in two separate spaces.



Plane Spotters

Existing sites are frequented by plane-spotters and photographers who seek views of aircraft and the experience of overflight.

Spotters tend to prefer a higher ground or a mound to get unobstructed perspectives (i.e. Clear of fences, buildings and signage).

Sunbury Rd, Operations Rd, and the upper levels of the airport carparks are all informal current locations.



Airport Stakeholders

The Airport will use the facility for its own corporate functions.

This includes external stakeholder activities such as job fairs, information sessions and family days.

Or Internal stakeholders such as corporate meetings.

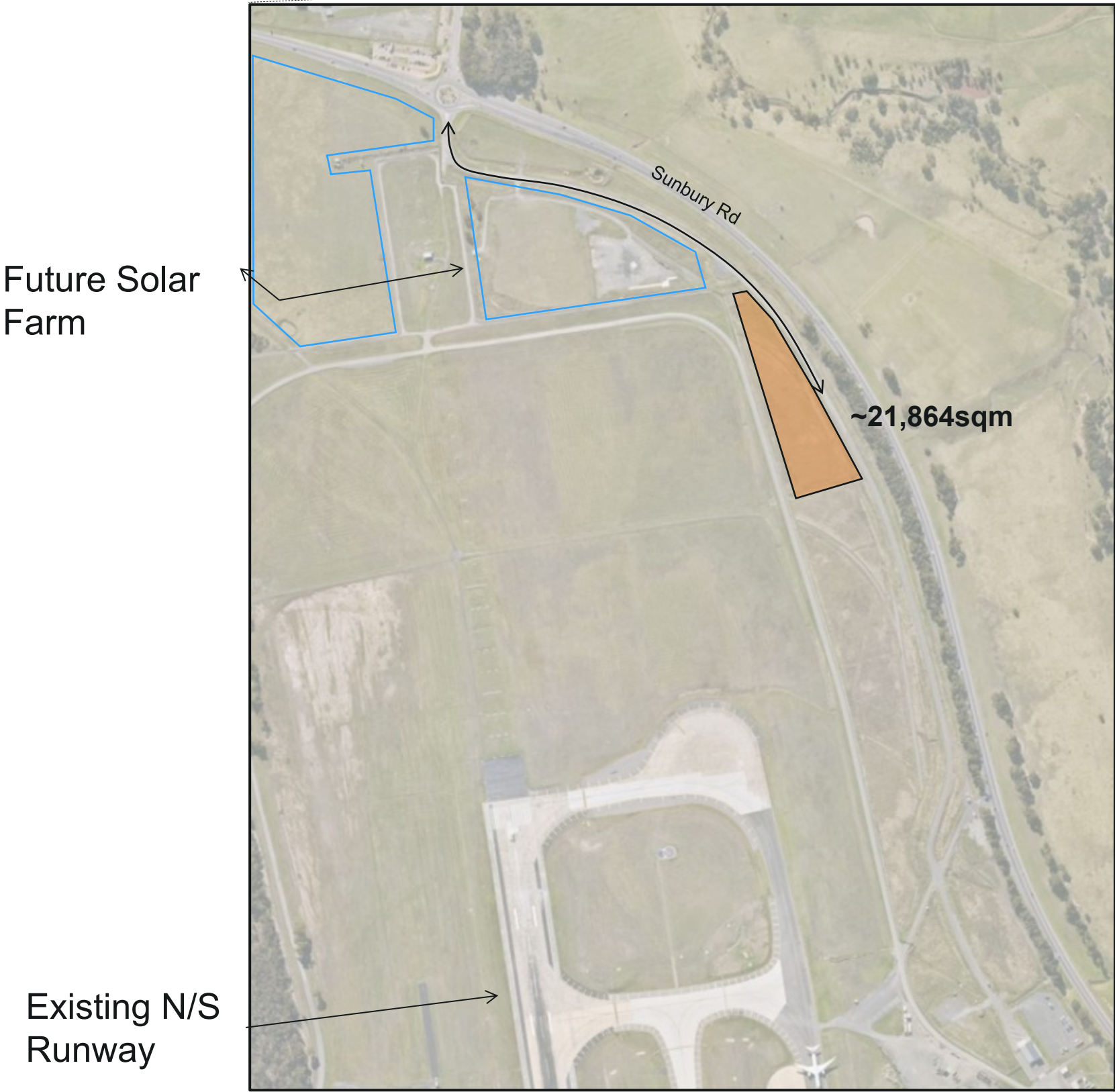
Expandable meetings spaces will be essential. Sound proofing will have to be considered.

The location

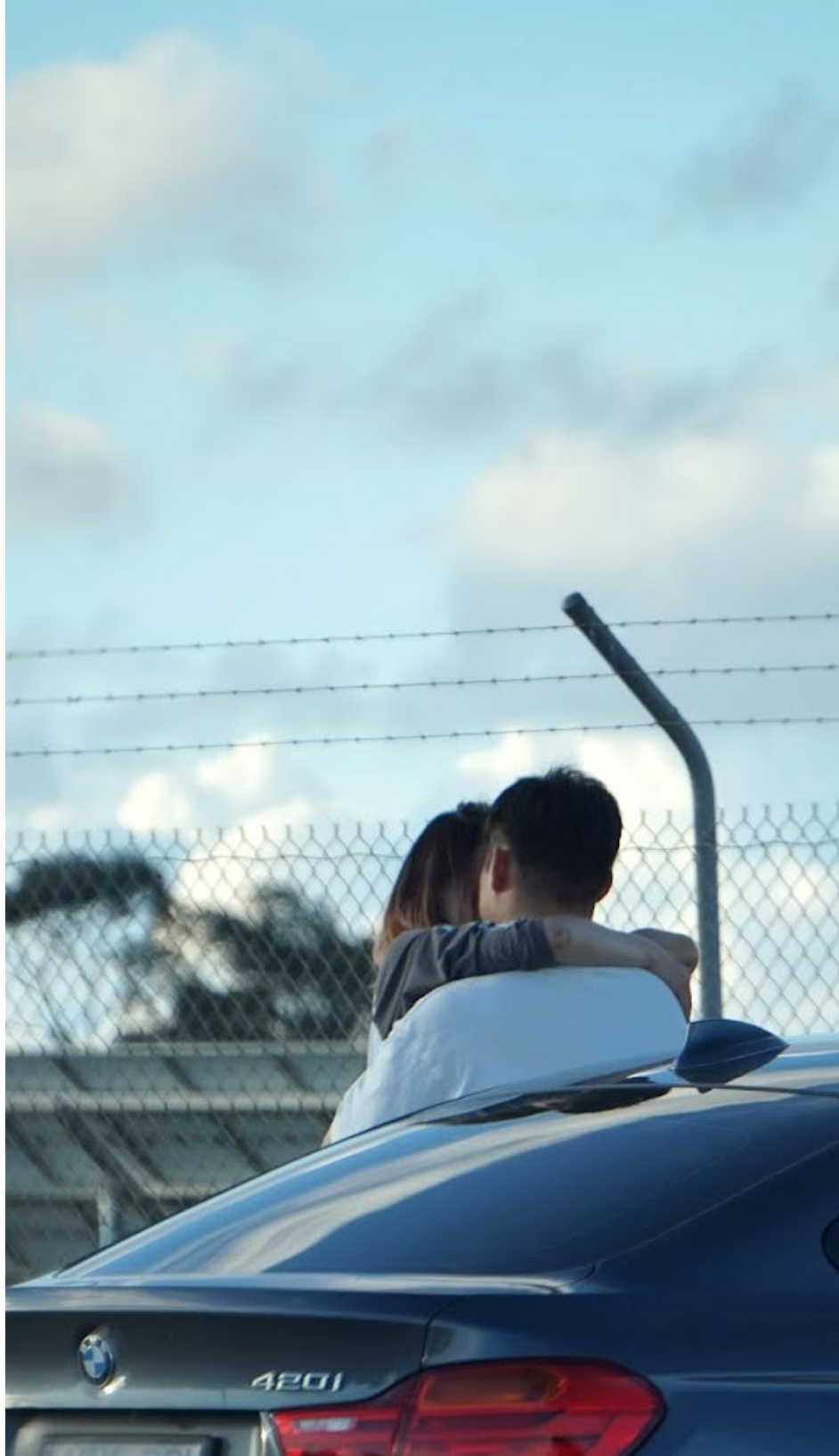
BUILDING YOUR AIRPORT

02

The location



The current Sunbury Rd site is a great community attractor



The new location hopes to a more tailored for our community

Well-located with plenty of space



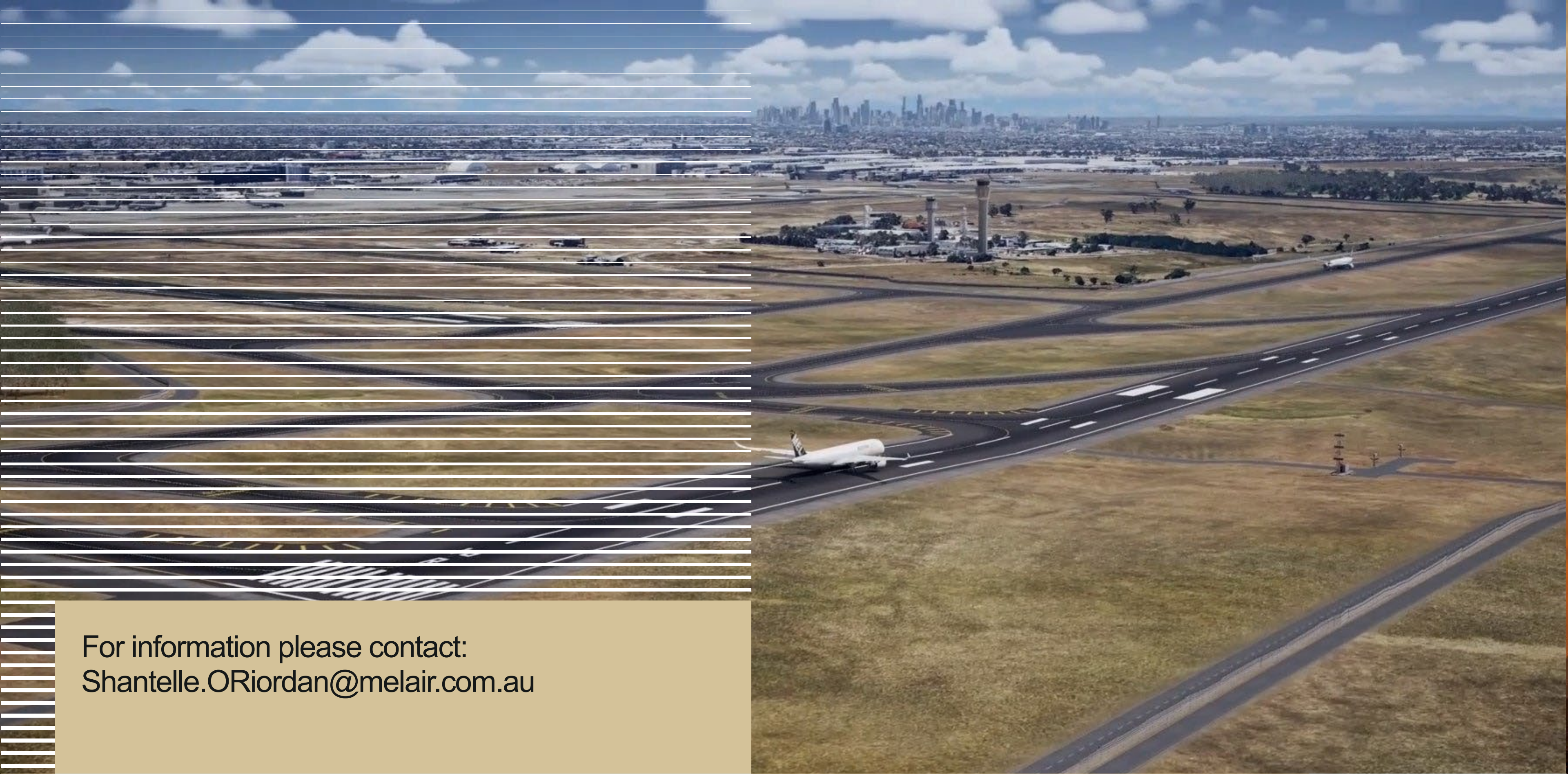
Great for plane-spotting



Questions & feedback

BUILDING YOUR AIRPORT

03



For information please contact:
Shantelle.ORiordan@melair.com.au

MELBOURNE AIRPORT

ToR M3R Community Health Study

Catherine Bennett

Fiona Gray

Ben Cave

Hassan Vally

Roma Yee



INSTITUTE FOR HEALTH
TRANSFORMATION



Determinants
of Health

Drafting Community Health Study ToR

Aims

- 1) Develop draft terms of reference for the Community Health Study;
- 2) Build a stakeholder engagement program in consultation with Community Aviation Consultation Group (CACG) to inform the Community Health Study Terms of Reference (ToR);
- 3) Identify best practice in the scope and tools used for airport-related health, through review of recent literature, and consultation with Health Impact Assessment (HIA) experts in the aviation sector; and
- 4) Test and refine the draft ToR with HIA technical expert in put to strengthen community confidence.

Actions

- 1) Stakeholder consultation (including CACG, APAM, community, local government) on perceptions of airport activity health impacts, including those that may emerge, or worsen, with M3R3
- 2) Review D3 recommendations, complementing with updated literature search on best HIA practice
- 3) Consult with airport HIA experts outside this investigator group



Stakeholder Engagement Plan – Key Components

- **Project overview:** Provides context for project and outlines objectives of the ToR and Community Health Study.
- **Stakeholder engagement approach:** Describes the structured approach, guided by the IAP2 framework, to ensure meaningful, inclusive, and transparent stakeholder engagement.
- **Engagement principles:** Highlights the values guiding stakeholder engagement, including inclusivity, transparency, collaboration, and responsiveness.
- **Engagement activities:** Summarises a range of tailored engagement methods including workshops, interviews, meetings, and online input, used to gather diverse stakeholder perspectives to inform the draft ToR.
- **Engagement schedule:** Outlines the timing and purpose of each engagement activity across project phases, including how and when feedback will be reported to stakeholders.
- **Scope of stakeholder influence:** Clarifies where stakeholder input can meaningfully shape the ToR and where limitations apply.
- **Communication methods:** Details the channels used to keep stakeholders informed and engaged, including a project website, newsletters, media releases, and direct emails.



Stakeholder Engagement Activities

- **CAGG meetings:** The project team attended its first CAGG meeting on 18th February to introduce the project.
- **Development of the Stakeholder Engagement Plan (SEP):** A strategic engagement framework to guide all project-related stakeholder interactions.
- **Mapping of community stakeholders:** Stakeholders have been, and will continue to be, identified through multiple channels. This will evolve over the life of the project.
- **Regular updates with APAM:** Ongoing weekly meetings with representatives from APAM support the project team's awareness of other M3R-related project streams.
- **Meetings with APAM subject matter experts:** Targeted meetings with APAM subject matter experts to address specific technical matters and ensure the project is grounded in appropriate contextual understanding.
- **Briefing pack:** A tailored information pack has been developed and shared with interviewees to ensure consistent understanding of the project scope, purpose and the intended outcomes of their involvement.



Stakeholder Engagement Activities

- **Round 1 stakeholder interviews:**
 - A series of one-on-one interviews to gather input into the ToR and to help shape the Stakeholder Informed Community and Knowledge Exchange (STICKE) facilitated stakeholder workshops.
 - These interviews have provided valuable insights into community health concerns, preferred engagement approaches, and expectations for the study.
 - 9 interviews completed to date, reflecting a range of perspectives from community, health, and policy sectors.
- **Project website development:** A dedicated project website has been developed to provide ongoing access to background material, project updates and engagement opportunities and outcomes. This will go live by 9 May 2025. (****Link in APAM May newsletter***)
- **STICKE workshops:** STICKE workshops delivered on 12 and 16 May 2025 with 31 registered attendees.



Stakeholder Identification

- **Referral by APAM:** A foundational list of key stakeholders was provided by APAM, ensuring inclusion of existing networks.
- **Nominations from interviewees** (snowballing)
- **Expert interview recommendations:** Insights from early expert interviews highlighted groups with relevant perspectives or influence.
- **Self-nomination:** Community members have proactively contacted the project team expressing interest in participating in the process.
- **Web page:** Will open portal for online input (end of May).
- **Project team input:** Based on knowledge of the sector and affected communities, the project team identified additional key individuals and organisations for outreach.



Desk Top Review & Expert Elicitation

- A systematic search of the peer-reviewed academic literature to ensure the scope of D3 continues to be aligned with current understandings and best practice (2015 onwards).

Search Terms:	S1	(TI (airport OR aviation OR aircraft)) OR (AB (airport OR aviation OR aircraft))
	S2	(TI ("health impact" OR health)) OR (AB ("health impact;" OR health))

- Screening → 126 records identified for further full-text review.
- A concise search of documents, such as government reports, working papers, impact assessments, and community studies (known collectively as ‘grey literature’), will also be conducted.
- This will provide insight on the ways major airport infrastructure development impacts the health and wellbeing of communities and will inform current strategies for design and community engagement for ongoing relationships between communities and commercial operators.

Expert Selection

Experts have been selected based on the criteria below to ensure independence, credibility, and relevant expertise.

- Recent (2020–2025) professional experience in one or more of the following areas:
 1. Population health effects arising from airport operations, through research or roles in health authorities.
 2. Reviewing or preparing Health Impact Assessments related to airport operations.
 3. Reviewing or preparing Social and Community Impact Assessments linked to airport activities.
 4. Design and community engagement for large developments (not specifically airports) involving ongoing relationships between communities and commercial operators that own and/or manage the developments.
- 8 experts engaged, 6 interviewed to date, representing all 4 areas of expertise

Indicative Timeline

2025	
January	Inception meeting
February	Weekly check in meetings begin and run through to end August
	CACG meeting
April	Short report to CACG on consultation and literature search
May	STICK-E supported CACG/stakeholder workshop
	CACG meeting
June	CACG/stakeholder full day workshop
July	Update on consultation process including STICKE workshops
August	ToR presented in final draft to CACG

Thank you

Airservices Update Melbourne Airport CACG

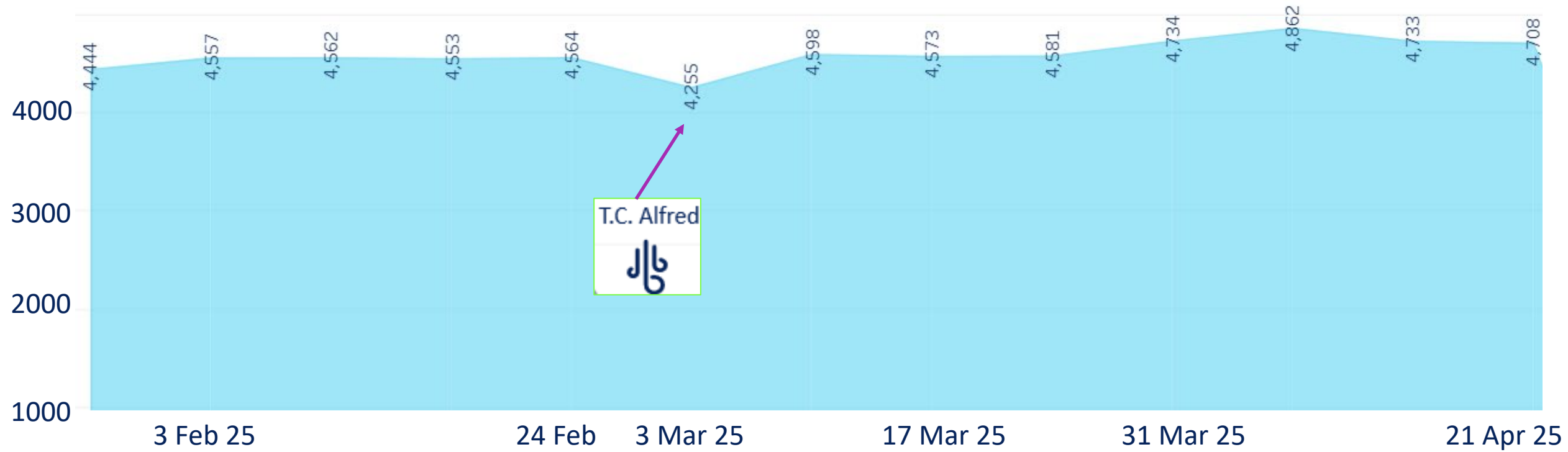
20 May 2025

Airservices Update

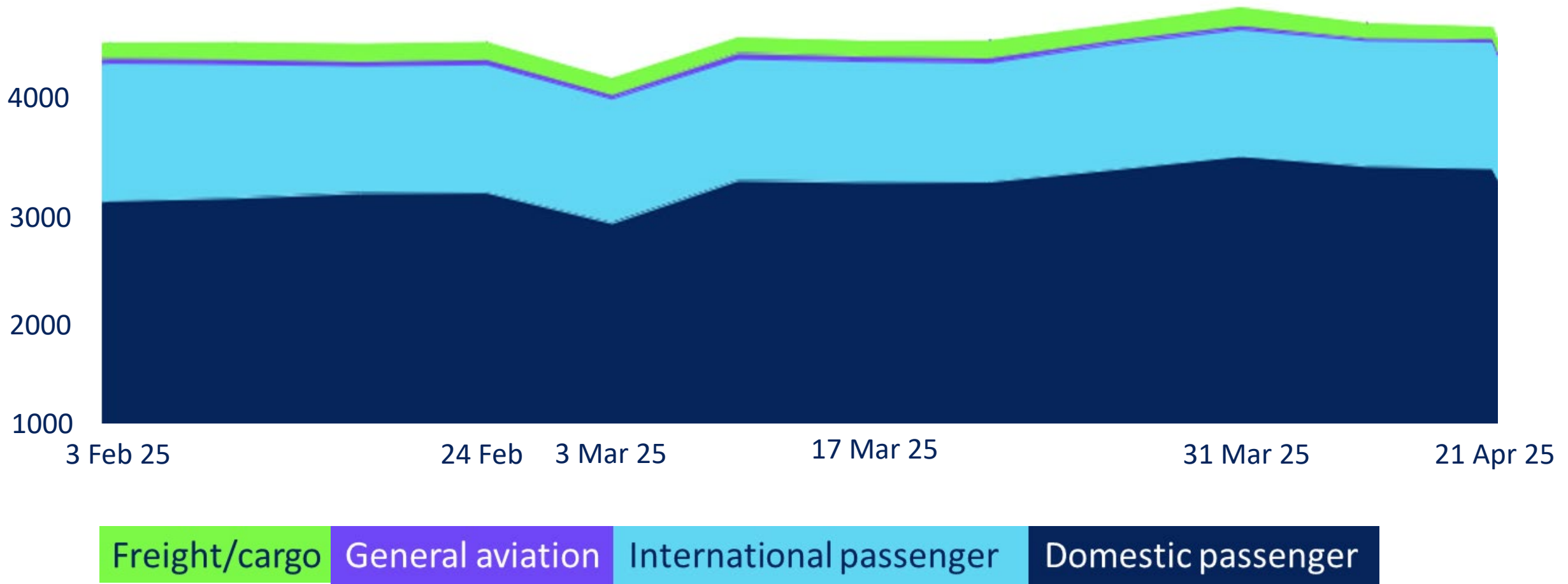


- Air traffic movements Melbourne Airport Feb – Apr 2025
- Noise Complaints and Information Service (NCIS) update Feb – Apr 2025
- Noise Abatement Procedure reporting

AIR TRAFFIC MOVEMENTS (WEEKLY)



WEEKLY MOVEMENTS BY MARKET SEGMENT



NCIS UPDATE

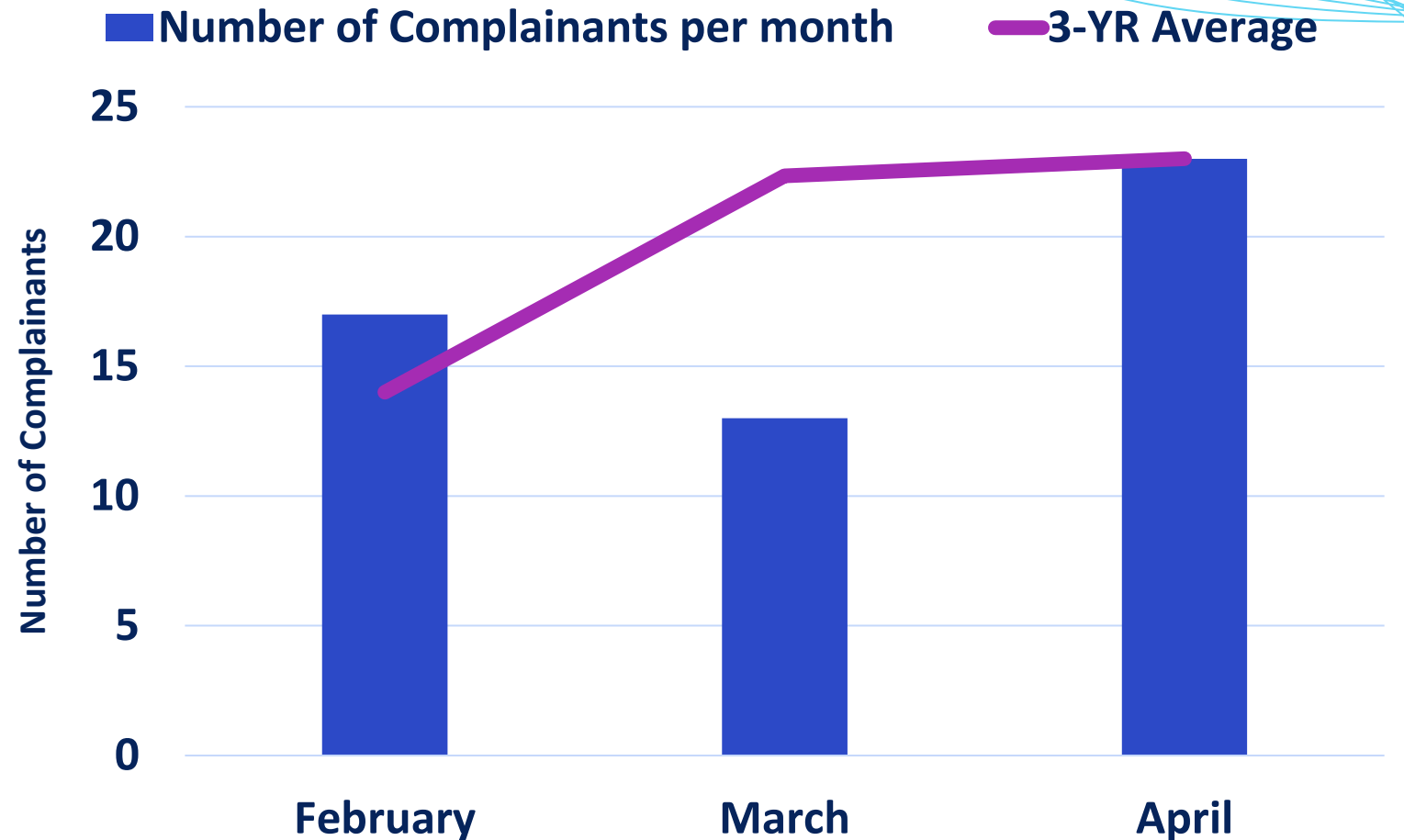
February – April 2025

Complainants

- 48 individual complainants
 - 77 contacts
 - 26 new complainants

Suburbs

- 26 suburbs recorded complainants
 - Avondale Heights – 4
 - Newport – 4
 - Caroline Springs – 3
- 23 suburbs recorded a single complainant

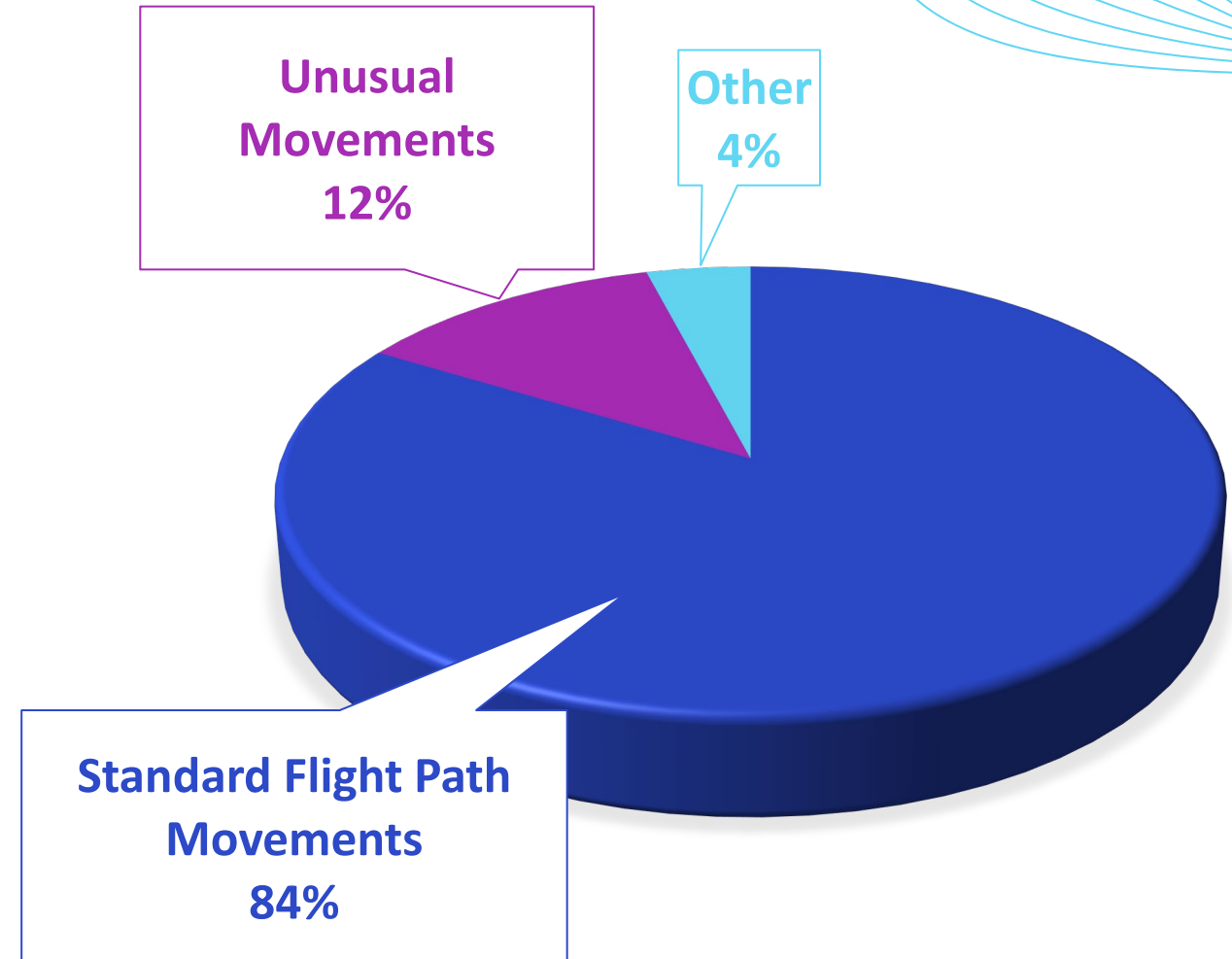


NCIS UPDATE

February – April 2025

Issues

- Standard flight path movements
 - Runway 16 departures – 16
 - Runway 34 arrivals – 14
 - Runway 27 arrivals – 6
 - Runway 16 arrivals – 3
 - multiple runway directions – 2
- Unusual movements
 - weather diversions – 3
 - radar departures – 2
 - missed approach – 1



AIRCRAFT IN YOUR NEIGHBOURHOOD – complaints report

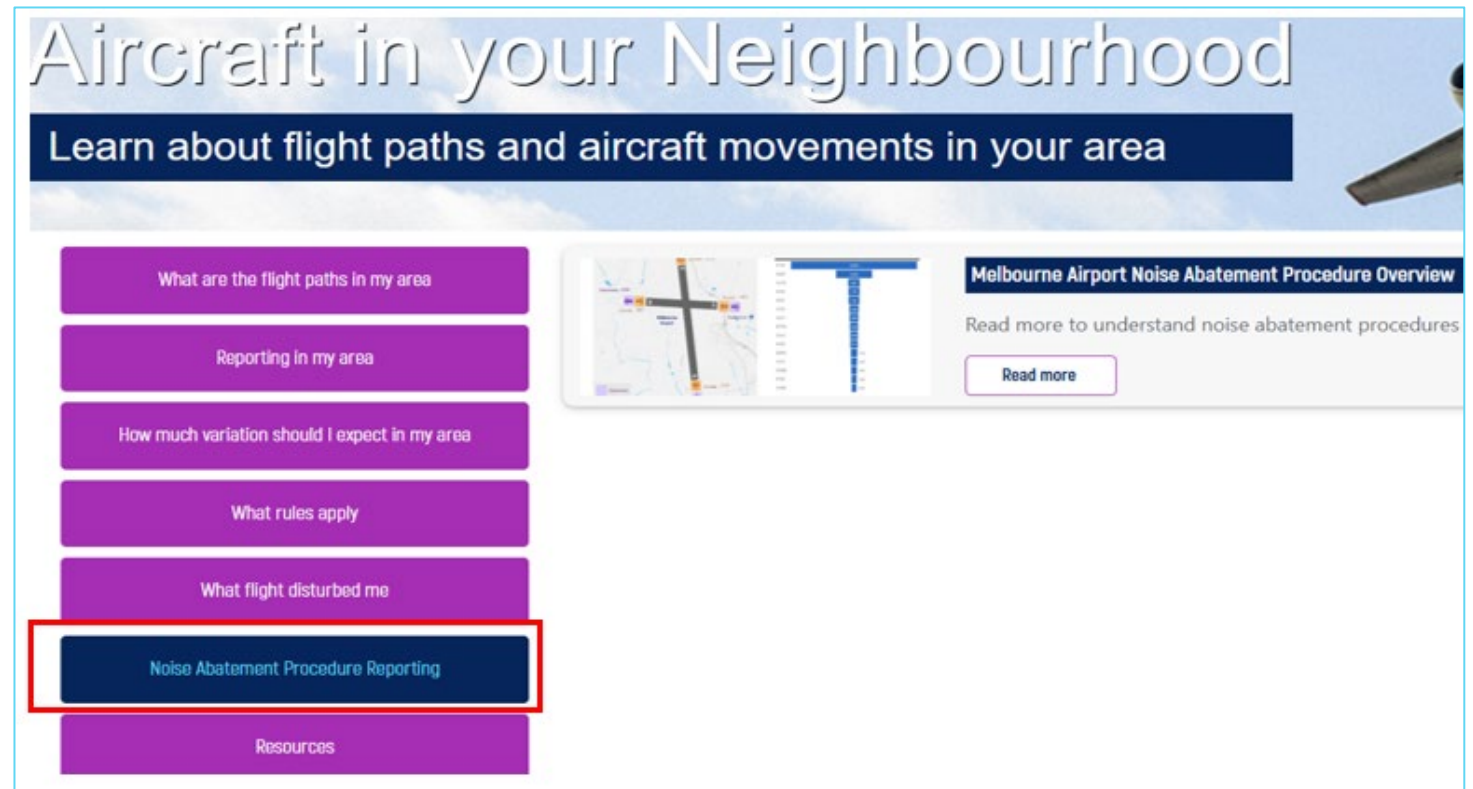
- <https://aircraftnoise.airservicesaustralia.com/>
- Enter your address
- Select 'What flight disturbed me' and 'Melbourne complaints report'
- View historical data, filter by airport
- April 2025 now available



NOISE ABATEMENT PROCEDURE REPORTING

- Preferred runway use monthly report on Aircraft in Your Neighbourhood site
- Priority runway modes usage by number of movements/ percentage
- NAPs for each airport available on Airservices [Aeronautical Information Package](#)

1 - PREFERRED RUNWAY MODES (applicable to all aircraft)		
1.1 (a) 0600 - 2300 HR local time		
RUNWAY MODE		
PRIORITY	LANDING	TAKE-OFF
1 (equal)	Runway 16	Runway 27
1 (equal)	Runway 27	Runway 27 & 34
2	Runway 09	Runway 16
3	Runway 27	Runway 27
4	Runway 34 or 16	Runway 34 or 16
5	Runway 09	Runway 09
(b) 0600 - 2300 HR local time (high capacity landing modes)		
RUNWAY MODE		
PRIORITY	LANDING	TAKE-OFF
1 (equal)	Runway 27 & 34 (LAHSO)	Runway 27
(c) 2300 - 0600 HR local time		
RUNWAY MODE		
PRIORITY	LANDING	TAKE-OFF
1	Runway 16	Runway 27
2	Runway 27	Runway 27 & 34
3	Runway 27	Runway 27
4	Runway 34 or 16	Runway 34 or 16
5	Runway 09	Runway 09



Aircraft in your Neighbourhood

Learn about flight paths and aircraft movements in your area

What are the flight paths in my area

Reporting in my area

How much variation should I expect in my area

What rules apply

What flight disturbed me

Noise Abatement Procedure Reporting

Resources

Melbourne Airport Noise Abatement Procedure Overview

Read more to understand noise abatement procedures

[Read more](#)

THANK YOU