

# Melbourne Airport's third runway program Fact Sheet

Long-term development plans for Melbourne Airport have included a four-runway configuration since the 1960s.

Development plans for the airport identified parallel east-west and north-south runway systems as the preferred ultimate hashtag configuration since 1990. Consistent with this concept – and in accordance with the airport's growing passenger and freight demand – the 2022 Master Plan outlined a third runway to be built in a north-south orientation. A fourth runway will be developed in the future as demand necessitates.

An outline of key phases of the Major Development Plan for Melbourne Airport's third runway project follows, with engagement and communication plans supporting each phase.

## Major Development Plan for Melbourne Airport's third runway project and public consultation 2022-2024

Prepared the Major Development Plan (MDP) for Melbourne Airport's third runway project and regulatory approvals 2020-23.

Conducted 70 business days of public consultation through a public exhibition process between February and May 2022 that included community face-to-face and online engagement, events and an interactive online noise tool.

Gathered more than 2,000 submissions responding to the draft MDP.

Submitted the draft MDP and Supplementary Report detailing how Melbourne Airport considered and processed all submissions to the Commonwealth Government in February 2023.

## Procurement and detailed project design 2024-2025

Develop procurement documents based on the approved MDP and conditions.

Run competitive procurement process with the construction industry to engage a design and build contractor to deliver the project.

Deliver key works packages ahead of the major construction phase, important for managing impacts on our community and the environment throughout the project.

These include:

- installing and upgrading access roads – particularly from Sunbury Road in the north
- installing site environmental monitoring equipment and systems
- mobilising and setting up contractor compounds
- relocating security perimeter fencing and installing construction fencing
- clearing sites, establishing stockpile locations and setting up temporary worker facilities.

## Construction 2025-2031

Commence major earthworks to level the site for the runway and taxiways.

Maximise sustainable re-use of soil and rock from the airport's site to minimise trucks on public roads, reduce the consumption of resources and production of waste, and import additional fill only when necessary.

Implement temporary changes to airside operations during some construction phases to install connecting taxiways and runway crossing points, and shorten the east-west runway by 346 metres.

Communicate any temporary changes of existing runway use that alter the way flight paths are used to communities and stakeholders before they occur as some communities will experience an increase or decrease in noise over the course of the project.

## Airspace and flight paths 2024-2029

Work with Airservices Australia on detailing the future structure and use of airspace for the whole of Melbourne due to:

- the third runway introducing parallel runway operations at Melbourne Airport, requiring substantial changes to Melbourne's airspace through the introduction of new and changed flight paths
- the critical airspace interactions of Melbourne Airport and Essendon Fields Airport because of their close proximity
- flight path interactions with routes to Moorabbin, RAAF Base Point Cook and Avalon airports.

Bring Melbourne Airport and a range of aviation industry partners together to structure, design, analyse and agree on principles and objectives for the future airspace with the third runway. It includes revising noise modelling with public consultation to balance the airport's growth with community impacts.

Provide information and ongoing consultation to Melbourne and surrounding communities throughout the process of developing, designing and refining flight paths.

In engaging communities and stakeholders, ensure changes and impacts related to noise are clear and understood and that opportunities to provide feedback are given, as a vital part of the airspace and flight path process.

## Commercial negotiations with airlines from 2024

Major airports take a long-term view to capital investment programs with airlines to fund infrastructure projects and will work constructively with all major domestic and international airlines to negotiate commercial terms for the delivery of Melbourne Airport's third runway.

## Operational readiness 2031

Thorough preparation and technical testing of infrastructure, technology, systems and operational frameworks.

Production and execution of detailed plans for commissioning the runway and all associated changes to operations and airspace in collaboration with industry partners.

The size and complexity of the third runway project requires extensive testing and certification to ensure it is safe to use.

## Opening 2031

Changes are made to airspace, flight paths and the airport's operation that focus on using the parallel north-south runways when airline demand requires.

The parallel runway system opens and capacity for passenger and freight growth at Melbourne Airport is supported over the next 20-plus years.

Growth in the number of flights will occur gradually over several years and the full use of flight paths will not be required for some time, allowing for flexibility (particularly at night) to use the airport in ways that minimise and share noise impacts for communities.

## Post-opening reviews and completion 2031+

After the opening of the third runway, some works will continue because the new runway will need to be available so other areas can be closed to complete works.