

MELBOURNE AIRPORT

Community Aviation Consultation Group (CACG)

Tuesday 19 May 2026, 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
Elaine Brogan OAM		Sunbury
David Cleland		Greenvale
Emma Langoulant		Keilor
Veronica Tang		West Footscray
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
Steve Finlay	Melton City Council	Statutory Planning Coordinator
Rory MacDonald	Maribyrnong City Council	Manager City Development
Petrus Barry	Moonee Valley City Council	Manager City Development
May Li Foong	Airservices Australia	Senior Advisor Community Engagement
Joanna Kormas	Victorian 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
Braden Hartcher		Director
Justin Portelli	Melbourne Airport	Chief of Staff, Office of the CEO
Rosie Offord		Head of Planning
Edward Martin		Head of Public Affairs
Justin Barbour		Government Relations Manager
Shantelle O'Riordan		Community Engagement Advisor
Leni Karageorgiou		Community Engagement Specialist
Laura Brannigan		Head of Noise Amelioration Plan & Program
Wendi Pearce		Head of Traveller Experience

1. Welcome and apologies

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

Apologies:

- Greg Bisinella
- Veronica Tang
- Jane Waldock
- Simone Bellears
- Wendi Pearce
- Braden Hartcher
- Rory MacDonald
- Lydia Sorenson
- James McNulty
- Monika Schott

2. Update on action items

- None raised.

3. Late items for discussion

- None raised.

4. Melbourne Airport updates

4.1 Operations, Edward Martin

- Passenger numbers remain up by 3.7%.
- In the Middle East Qatar and Emirates have stabilised.
- The Government travel advice is still do not travel to the Middle East.
- There is more than 30 days of Jet 1 fuel supply.
- The industry has shifted to other fuel sources. You can find further information on the DCCEEW website [here](#). All major fuel sources are over 30 days supply.
- The Federal Government has increased the minimum stockholding supply to 50 days. Both the government and industry are monitoring this.
- No expectation from government that we will move to Stage 3 which involves more government intervention.
- Maldivian Airlines launched on 18 May with one service a week.
- This takes us to 43 airlines flying to Melbourne Airport.
- Domestically Qantas is doing a fleet renewal with Jetstar A321 Neos.
- The 717 has been replaced and is now A220 which is quieter and more fuel efficient.
- Virgin is also upgrading its fleet with the 737 Max which is more fuel efficient. The 747 has almost all been retired and the A350 which is a more fuel-efficient carrier is being deployed.
- Qantas is also retiring the A330 which was used for Singapore and Japan.
- There have been two government budgets since we last met in February.
- The headline is the passenger movement charge increase. An \$80 charge will be in place from 1 Jan next year and it wasn't something industry expected. We are advocating for the government to use the extra revenue to remove the international arrival card and replace it with a digital app.
- The funding for the consumer protection aviation authority is \$38 million.
- Aircraft Noise Ombudsman was previously part of Airservices and now will fit into this framework.
- In the budget there was no response to our advocacy around more buses to the airport to support shift workers and staff.

- The impact from Western Sydney International Airport (WSI) is limited. Most of the impact will be with Sydney Kingsford Smith Airport. WSI have two new confirmed carriers: Air New Zealand will run three services a week and Singapore Airlines will run a daily service.
- Qantas have flagged their intention to fly out of WSI. WSI are expecting 5 million passengers in forward years, and as a more mature market we have 37 million passengers. WSI could be used more as an interchange and to support demand across the Sydney basin. Sydney Kingsford are also likely to see some cargo moved to WSI.
- **Q:** Which bus service were you referring to, Sunshine SkyBus or another service?
- **A:** Sunshine SkyBus service is still in operation. I was referring to the 901 service which we advocated to extend to Sunbury. There was an announcement by the state regarding bus services in the northwest region but nothing that would facilitate an airport journey.
- There was a request for a snapshot on the SkyBus Sunshine service and current bus services to the airport including service times.
- **Q:** Are 5 million passengers what WSI expected?
- **A:** Yes, this is the intention over first few years as they are operating at entry level capacity. It will take time to scale up and WSI are awaiting confirmation certainty of more airline services. There was a government announcement to allow Qatar to have seven services a week to WSI and the government is incentivising the market, but it will be gradual.
- Rosie added Brimbank was interested to understand the take up of the SkyBus Sunshine service.
- Fonda noted Moonee Ponds and Essendon neighbours have noticed U-turns over the area which makes their windows tremble. Local fireman have also received calls about a gas smell and think it might be fuel dumping. Laura confirmed no fuel dumping but the U-turns are interesting noting we will investigate as it could be Essendon.

4.2 Community, Shantelle O’Riordan

- SkyBus have attended both Sunshine Lunar New Year and Yarraville Festival pop ups to promote their Sunshine bus service.
- Early works are underway for the third runway project. This includes Northern Access Road with Sunbury Road experiencing night closures. The project is on schedule and set to be completed in early August.
- We will also construct the Arundel Creek Treatment Facility on airport land to treat stormwater runoff. As part of these works there will be disruption to Annandale Road with a reduced speed limit, and the road will be down to a single lane for up to two weeks once construction begins in late May-early June.
- Local businesses were doorknocked and local residents were notified of the changes with targeted letterbox drops.
- We have hosted several community pop ups since last CACG, with thanks to Fred for sharing opportunities with us.
- We will be at The Long Walk on Friday 22 May and the Calabria Club Bulla Italian celebration on 31 May.
- Our Community Giving Fund offers \$4000 grants to local community organisations. We have recently awarded grants to Bulla Country Fire Authority and Keilor Park Soccer Club.

4.3 Planning and Master Plan, Rosie Offord

- We will go out for a third round of consultation on the Noise Sharing Plan (NSP) in 2027. There will be minor changes arising from the second consultation and Airservices assurance processes that we need community feedback on before we finalise the NSP.

- The Eastern Extension Project (EEP) will be on public exhibition end of January 2027. This was moved to next year as the NSP-related inputs for the EEP MDP will not be ready in time for August 2026 Public Exhibition.
- EEP Public Exhibition and NSP community engagement third round are not expected to occur at the same time.
- **Q:** Is the third runway on time?
- **A:** Yes, it is still on schedule for delivery in 2031. APAM will advise if this changes.
- We have been working with two major parties on main works and proposals are being reviewed - this includes cost and schedule of works.
- Once we have clear milestones we will socialise them with the group. The Ministers conditions provide certainty on the approval requirements to deliver Melbourne Airport's Third Runway. As we progress through detailed design and into construction, we get greater certainty on project milestone and timing.
- The Noise Sharing Plan will be implemented in the 6-24 months after the third runway opens. This is because there will be other works required on the current north-south runway prior to the finalisation of the new airfield layout.
- The nature of the conditions and the airspace requirements to do work now contributes to consultation fatigue.
- **Q:** In Brisbane there is confusion around Master Plans and Major Development Plans (MDP). The Master Plan needs consultation, and it may need to be shared with the group beforehand.
- **A:** Rosie will present Melbourne Airport's Preliminary Draft Master Plan 2027 at next CACG. The presentation will focus on what has changed from the current Master Plan.
- **Q:** As the third runway project progresses could CACG have some overhead visual footage of what is going on?
- **A:** Typically, we do have live updates, and we publish through our social channels e.g. Naarm Way.
- Naarm Way Stage 2 is the new passenger drop off and pick up. Construction is nearly complete and we will go into operational readiness and testing which is extensive for a significant change like this. We will provide a more detailed update in August and will look to CACG to help spread the word.
- **Q:** What is the cost of Naarm Way Stage 2?
- **A:** \$580 million.
- There are several MDPs coming up including Eastern Extension Project, an MDP for T2 expansion, and airfield project MDPs as we build aprons at the south of the airfield. Our understanding for these airfield projects was we didn't need to do an MDP; so went through the Department of Climate Change, Energy, the Environment and Water (DCCEEW) for EPBC Act approval, which was recently secured. The MDP process for Hotel Apron South, for example, is therefore a short process to go through as we have already exhibited twice through the DCCEEW process.
- **Q:** What is the green spray along Sunbury Rd?
- **A:** It is a revegetation stimulant.
- **Q:** Are the new Aprons for empty planes?
- **A:** Yes, space for planes to park during e.g. layovers.
- **Q:** Public need to see all developments regularly - it's a huge thing and it's fantastic for Melbourne.
- **A:** We are in regular contact with major media and there is an extensive community awareness plan for Naarm Way Stage 2 opening. With MP27 public exhibition there will be

publicity and we are seeking to align it with the publicity around the Naarm Way Stage 2 opening.

- **Q:** Is there an online drive through video for Naarm Way Stage 2?
- **A:** Yes, there will be, as well as other helpful videos.
- **Q:** Is there any update on the Visitor Centre?
- **A:** This is still in the plan, but we are finding money as the budget we had allocated is enough to prepare the site but not enough to build the centre.

4.4 Airport Rail, Justin Portelli

- We have an active social presence on developments - most posts comments ask about rail.
- The interaction of Naarm Way Stage 2 and the airport rail line is complex.
- Naarm Way Stage 2 opening takes one key issues of the table for us and the State.
- A steering group has been set up with independent chair. The committee meets on a six-week cycle and there are several teams working through multiple components of the project.
- The Sunshine Station precinct is a key enabler for airport rail. An additional \$2 billion of Federal funds has been allocated.
- This is a lengthy exercise with Sunshine superstation set to be completed in the early 2030s.
- The station will come over the top of Naarm Way Stage 2. Detailed design will determine how the concourses work and how travellers will get into the terminals.
- There will be an elevated viaduct all the way through with roads reconfigured at ground level. The station will need to be constructed as well as interfaces into the terminal. Utilities like gas, electricity and communications need to be relocated.
- Airport land will be acquired through the process, and this is being discussed with the State and Federal Governments. There will be an MDP and a public exhibition.
- 2031-2035 is the period of construction for the Sunshine station precinct. It is the State and Federal Government project - there was no money allocated in the recent State or Federal budgets.
- Part of detailed design work will determine the cost.
- **Q:** Will the airport be the proponent of the MDP?
- **A:** Yes, the airport will be the proponent of the MDP.
- **Q:** With the State election is there appetite for airport rail from the Coalition or is there risk of it going back to the drawing board?
- **A:** This is difficult to answer as we haven't had any detailed engagement with the Opposition. They have said they will support the Suburban Rail Loop contract.
- **Q:** When will it open?
- **A:** Project teams are working to a 2035-6 opening. Will keep CACG updated on progress.
- **Q:** How many more trains and how will that impact capacity on other lines?
- **A:** A number of rail lines will come through Sunshine and go through the cross city tunnel which has the capacity of 26 trains an hour. As part of the negotiations, we'd like six an hour. Longer trains, more carriages and frequency of services are being discussed.
- Fred requested Department of Transport and Planning (DTP) present on the complexity of the rail project. Justin will raise this at the rail steering committee.
- There is frustration from community on why it hasn't happened.

4.5 Noise Amelioration Plan and Program, Laura Brannigan

- We wrapped up the second phase of public consultation. The final draft of the plan is being finalised and will soon be submitted to the Minister.
- Until its approved by the Minister, we will not share the whole plan.
- We had a consultation area which was a conservative estimate of where we think the new Australian Noise Exposure Forecast (ANEF) will land. This includes Keilor and select streets in Bulla - Wildwood and Oaklands.
- We have spoken to around 60% of residents and there is good awareness of the project.
- We've had direct contact with residents who responded to a letter we sent or who came to drop-in sessions. This bodes well for our ability to get good traction in community when we go into rollout.
- Fact sheets at sessions have been taken to be shared with friends and neighbours. Collateral is available on the Major Projects Hub website [here](#).
- This is a large project with 100s of homes, facilities and Keilor Primary School. 70% of eligible properties who have opted in will be treated before the new runway opens.
- Eligibility will be confirmed by the new ANEF and we can produce a list of addresses.
- We will have conversations and are working on material for people who feel noise affected outside of the eligibility area to make a change to their homes - guidance we have gleaned through technical analysis.
- The announcement package will ask people to start engaging in a formal way including consent forms. The team needs to do inspections of every property as every house is different.
- **Q:** Congrats as it sounds like a mammoth task. Within the cohort of properties you're assessing a portion will be eligible and a portion won't. This could spike challenging conversations between neighbours, and could there be legal challenge?
- **A:** Line need to be drawn but ensuring its appropriate, well explained and understood. The neighbours just outside of the eligibility area is something we will be focusing on. We will not be publishing a list of addresses. We'll likely publish an online tool where interested people can put in an address to check if in eligibility area (a normal function in similar projects, including WSIA).
- **Q:** Any update on Keilor Primary School?
- **A:** We have continued to try and get in touch with the school. We hosted drop ins at Keilor Sports Club and tried to capture school parents walking by and we had good conversations with community. We had a coffee van out one afternoon at school pick up time. Progress is happening.
- **Q:** New developments in the area, including a proposed aged care facility proposed for the old school site on Green Gully Rd. What is the process for new developments?
- **A:** There is a cutoff date in Minister's conditions for noise amelioration project eligibility. Brimbank and Hume planning processes require treatments under the Melbourne Airport Environs Overlay (MAEO). The new aged care facility will not be in the ANEF 25 contour.
- The aged care facility change is consistent with the MAEO. We are determining our position as it's a change in what the Victorian Civil and Administrative Tribunal (VCAT) endorsed as there are more people.
- **Q:** Is 70% of properties treated your requirement or the governments?
- **A:** It is in the Ministers conditions, and it refers to 70% of properties that have opted into the project. The project remains open until 2038.
- We are working on packaging works to deliver at pace and with efficiency. We are also looking at how we prioritise works if we have demand that needs to be planned over time.
- **Q:** Will residents relocate when works occur?
- **A:** First principle is to keep residents in their homes as best as we can. There will be some homes where this isn't possible and there will be accommodation available.

5. Guest presentations

5.1 Airservices Australia update, May Li Foong

- In the 2022 MDP - concept flight path design was done and when the MDP was approved there was detailed flight path design.
- Airservices will endorse the NSP as the ultimate implementer of flight paths.
- Detailed flight path design goes into the granular with simulations with Air Traffic Control normally taking a long time. With the NSP condition this has been condensed.
- The expectation is that if there are any changes it will only be due to safety or an outcome of an operational assessment.
- NSP consultation is important in process as there is an expectation from the Minister that what is consulted on will be near final. CASA needs to approve this and then the runway will open.
- We engaged with stakeholders and community on flight path design principles in 2020.
- Other principles following the first principle are not weighted as there are situations where application of one principle will impact another.
- Trying to achieve an outcome that balances the needs of aviation operators, the community and the airport.
- A change of aircraft operations can be due to a runway change, mandates from CASA to improve safety, airlines and industry requests, and sometimes as a result of community engagement. This change assesses the impact on the community and the environment.
- We have criteria that triggers if community engagement is needed. We do a community analysis to assess.
- A level 1 change in the engagement standard is a new airport or new runway.
- **Q:** In the slide the noise and community principle seems to concentrate noise in one area despite discussion of noise sharing?
- **A:** This is concentrating aircraft operations to try and avoid noise sensitive sites.
- If you have two runways this means concentrating on one area so the other receives respite and interchange.
- **Q:** Is there a review after the third runway opening?
- **A:** There is a post implementation review. Sunshine Coast Airport is going through the process of reviewing and Brisbane Airport has also had this. This is usually done at minimum 12 months after. We consider complaints, airline feedback and go out for community engagement. There will be pre implementation communication a few months out from the runway opening for the flight paths which is now happening for WSI.
- **Q:** How do you connect noise predictions and review based on the type of aircraft which is constantly changing?
- **A:** There will be changes overtime. We do environment assessments to support flight paths. We take a 90th percentile day to model a busy day of operations in the environment impact assessment.
- The pop ups hosted by the airport have been well attended and there is a depth of information available.
- **Q:** Whose responsibility is it to communicate NSP and flight paths changes? Do you get out and about in the community and in Keilor given they're impacted by the third runway?
- **A:** We both have ownership of part of the process. In the last round of NSP engagement led by Trax and GHD, Airservices (May) attended all the drop-in sessions.
- Will take onboard standalone sessions as a suggestion of something Airservices could do better.

- Melbourne Airport put in more noise monitors for community in addition to Airservices monitors and Kim noted she thinks responsibility does sit with Airservices to consult with community on flight path changes.
- There were three two-hour workshops to understand flight path changes in consultation on flight path principles.
- Fred said needs to be whole lot of work done prior to when flight paths are finalised to communicate with the community.
- **Q:** With engagement you meet with industry, and it would be handy to meet with local government. Constituents go through local council to complain, and Council don't feel they are being told about flight path changes.
- **A:** Airservices community engagement standard details how engagement is shaped by Council recommendations and we usually do that at the start.
- We do engage with Councils, and we will as part of this process. Unsure if we have standing forums.
- Melbourne Airport's government team offers briefings to Councils.
- Airservices go through newspapers, social media, community Facebook groups to push messages to community.
- There have been complaints from community as a result of runway maintenance works. Trax consulted with Romsey as part of the NSP and after we do consultation you tend to notice more complaints.
- Airservices send out notifications to NCIS complainants about NSP to update them and direct them to the Major Projects Hub.

6. Other items

CACG annual report

- Kim acknowledged Shantelle's excellent input. Members were asked for feedback so the report can be published on Melbourne Airport's website.
- Kim noted there were less free text comments than in the 2024 report.

Correspondence to Chair from a community member

- Kim received an email with queries about CACG's role and activities. She outlined her proposed response and sought feedback.
- Liz noted involvement with the community member since their time on CACG and is supportive of Kims reply.
- Maggie suggested links to the Community Health Study and the latest CACG annual report be included in the response.
- The community members email and the Chair's response are attached to the minutes.

Round the room

- Would like Wendi, Monika and Fabiano from Melbourne Airport to present at the August meeting.
- Fred thanked the airport for its support at two recent events including the Harrick's Cottage and Police Hut Open Day in Keilor and the Keilor Anzac Day service. 700+ attended the Anzac Day service and Melbourne Airport provided \$4000 to the Anzac Day ceremony which they wouldn't have been able to hold without support.

- Maggie acknowledged the airport for its conduct during the Middle East situation.
- Melton Council is recruiting for a Head of Development. A lot of requirements to do rural subdivisions in MAEO Area 2 with a few referred to the airport. These applications haven't been objected to but likely will be refused.
- Interested to hear from the DTP about increasing the density approach and how it touched on the MAEO. Fred to follow up with DTP.
- Petrus thanked Shantelle and the team for chatting to his team about the proposed 901 bus service to Sunbury.
- Elaine noted roadworks are at the top of conversations in Sunbury and beyond. Community are very involved and there are concerns regarding the incinerator in Sunbury. The east west runway and feedback on the increase in housing density in areas is also widely discussed. The bus to the airport is once or twice a day and is a very limited service. It would be wonderful to have 2-3 more services. There are also concerns around carparking safety at the airport.
- NSP dates will be shared with CACG once confirmed by GHD.
- Petrus noted an objection to an application in Airport West. Airport travellers are parking in Airport West and then getting Ubers/Taxis. This points to the fact there is an issue and there needs to be more services to the airport.
- Joanna mentioned if there are any questions to please relay these post meeting.

7. Close

The meeting was closed at the Holiday Inn at 12:50pm.

Next meeting is scheduled for 18 August 2026.

Summary of actions

New actions

Date	Action requested	Responsible person	Deadline	Action taken
19/05/2026	Sunshine SkyBus and other bus services	Edward	Prior to Aug CACG	
19/05/2026	NCIS information acft U-turns in Moonee Ponds Essendon area	May	ASAP	
19/05/2026	Provide third runway timeline	Shantelle	ASAP	Closed, sent with minutes
19/05/2026	Noise Sharing Plan session dates to be shared with CACG once booked	Shantelle	ASAP	

Open and recent past actions

Date	Action requested	Responsible person	Deadline	Action taken
17/02/2026	Update on sustainability overall, including water sourcing, usage and flood management.	APAM	August CACG	
17/02/2026	Information on the sunflower accessibility program and how people needing support are considered in planning.	Wendi	August CACG	
18/11/2025	Present Melbourne Airport Capital Plan	Rosie	August CACG	
17/02/2026	Further information on how all projects (rail, terminal expansion, roads) fit together.	Justin	May CACG	Closed, covered by update
17/02/2026	What percentage of carparking will be reduced as a result of the Naarm Way project?	Rosie	Prior to May CACG	Answered below.
17/02/2026	Are the 574 people engaged as part of the Noise Sharing Plan consultation newly engaged people or were they previously engaged?	Matt/GHD	Prior to May CACG	Answered below.
17/02/2026	Information on fleet in Melbourne – how modern and quiet is the fleet?	Edward	May CACG	Closed, covered in update
17/02/2026	Impacts of Western Sydney Airport on Melbourne Airport.	Edward	May CACG	Closed, covered in update.
17/02/2026	Veronica requested a copy of the last online Noise Sharing Plan survey.	Matt	Prior to May CACG	Closed. Received in February.
17/02/2026	Comparison of noise and environmental conditions for Western Sydney and Melbourne's third runway Approval.	Shantelle	Prior to May CACG	Previously shared by the Federal Government reshared below.

Written responses to action items

What percentage of carparking will be reduced as a result of the Naarm Way project?

Answer: 18% of short term parking. Intent is to recover this and more by early 2030s via the T4 car park duplication project, which will be the subject of a Major Development Plan.

Are the 574 people engaged as part of the Noise Sharing Plan consultation newly engaged people or were they previously engaged?

Answer: The 574 survey respondents remained anonymous for privacy reasons. Of the 551 individuals participating in face-to-face events and webinars, names were only recorded when follow-up was necessary. Most attendees at the in-person sessions were unfamiliar with the Noise Sharing Plan, while a few engaged with the Noise Amelioration Plan team during drop-in events.

Comparison of noise and environmental conditions for Western Sydney and Melbourne's third runway Approval.

Answer: On June 4, 2024, the Minister for Infrastructure, Transport, Regional Development and Local Government authorised the preliminary airspace and flight paths for Western Sydney International (Nancy-Bird Walton) Airport (WSI).

- The Minister also announced:
 - a commitment to direct Airservices Australia to prioritise 'Reciprocal Runway Operations' as the default operating mode at night, including the use of a specific 'Noise Abatement Procedure', when both safe to do so.
 - a commitment to establish a community engagement forum to monitor and resolve aircraft noise and flight path issues during the early years of operation and the acceptance of a recommendation by the Minister for Environment that the airport lessee company, WSA Co, establish an environmental monitoring program (EMP) to monitor the impacts of aircraft noise on environmental values within and adjacent to the Greater Blue Mountains Area (GBMA).
- The proposed GBMA EMP is not comparable to the community health study that is a condition of the approval for Melbourne Airport's 3rd runway. The GBMA EMP focuses on monitoring the impacts of aircraft noise on key environmental values, such as fauna, First Nations heritage sites and the Outstanding Universal Value of the GBMA, while the Melbourne Airport community health study will be monitoring the impacts of aircraft noise on human health.
- What they do have in common is a long-term commitment to monitoring the environment after a major change to aviation.

MELBOURNE AIRPORT

Melbourne Airport

CACG Update

19 May 2026



Operations

Edward Martin

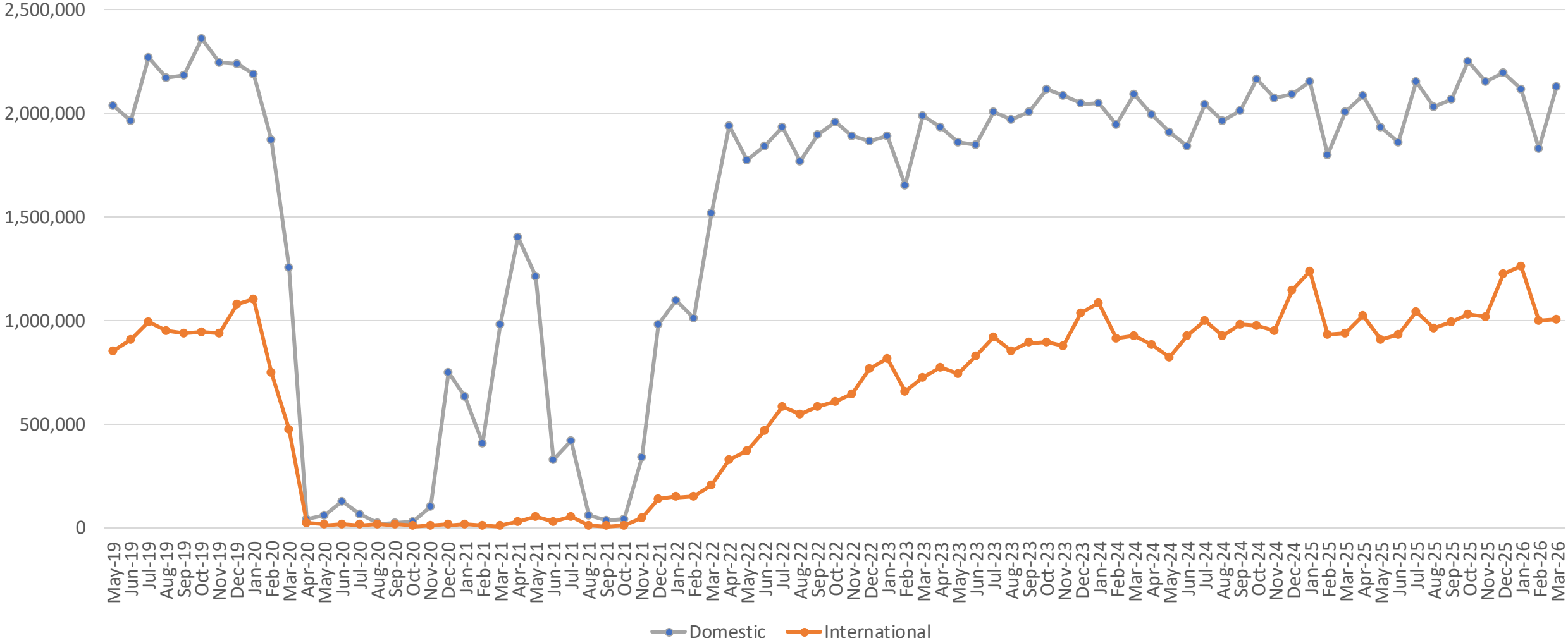
Head of Public Affairs

MELBOURNE AIRPORT



Airport Operations – Passenger Trends

Melbourne Airport Passenger Numbers



Other Updates



SriLankan Airlines

- SriLankan Airlines announced it will increase its daily services to ten per week, adding more than 92,000 seats annually.
- The additional three services will depart on Monday, Wednesday and Friday using an Airbus A330-300, conveniently touching down in Colombo at lunchtime (12:15pm).



British Airways

- British Airways to launch daily flights from Melbourne Airport to London Heathrow Airport (via Kuala Lumpur) from 11 January 2027 featuring a Boeing 787 Dreamliner.

Policy Update

Aviation Consumer Protection Framework

- The *Aviation Consumer Protection Bill 2026* and three related bills were referred to the Senate Rural and Regional Affairs and Transport Legislation Committee on 1 April 2026 with the Committee due to report by 19 June 2026.
- The primary legislation establishes the institutional architecture – the Aviation Consumer Ombudsperson, the Aviation Consumer Protection Authority, a levy-funded operating model, and an enforcement regime with turnover-based penalties.
- The substantive consumer-facing obligations will sit in the Aviation Consumer Protections Charter and associated Standards, which will follow as subordinate instruments.
- APAM supports strengthened consumer protections with clearer responsibility boundaries between airlines and airports, ensuring the framework is practical and proportionate.



Community

Shantelle O'Riordan

Community Engagement Advisor

MELBOURNE AIRPORT



Early Works engagement update

Northern Access Road - Sunbury Road Night Closures

During May, there are some night road closures on Sunbury Rd between 9pm and 5am. Sunbury Road between Wildwood and Oaklands roads will be closed, with a detour in place.

During works for the Northern Access Road, a number of community issues have been raised and resolved, thanks to strong established relationships with the engagement team and the Bulla residents and positive response from the contractors and the third runway project management team.

Further information can be found here:

[Disruptions and Updates](#) | [Major Projects Hub](#) | [Melbourne Airport](#)

Arundel Creek Treatment Facility

This facility will collect water runoff from the Arundel Creek catchment within Melbourne Airport land, clean it using special basins and natural filters, and then safely release it into the creek.

Construction of the Arundel Creek Treatment Facility is expected to begin late May-early June 2026 and will take around 12 months to complete. It will start operations in 2027.

There will be disruptions to Annandale Rd including a reduced speed limit and increased truck movements.

Community pop ups

- **Since last CACG:**
 - Harricks Cottage and Police Hut Open Day – 14 March
 - Yarraville Festival – 22 March
 - Sunbury Seniors Club – 17 April
 - Bulla CFA open day – 19 April
 - Keilor Sports Club Anzac Day – 25 April
- **Upcoming:**
 - Long Walk – 22 May
 - Calabrian Club Italian Day – 31 May



www.melbourneairport.com.au/community

www.melbourneairportprojectshub.com.au/third-runway-project

Community Giving Fund

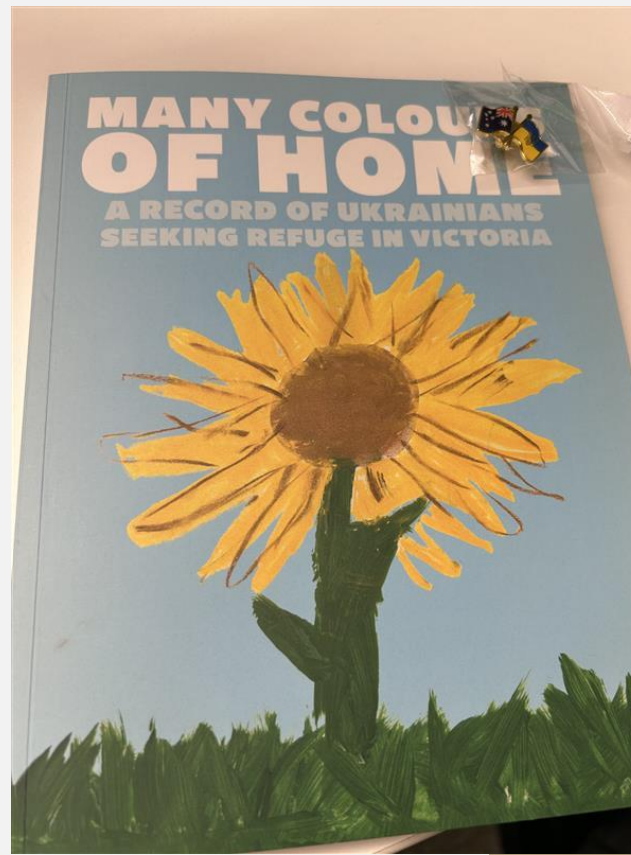
Bulla CFA – Thermal Imaging Camera
\$4000

Keilor Park Soccer Club- Equipment for Senior
Women’s Program
\$4000

*The Community Giving Fund has moved to a bi-monthly evaluation schedule.

www.melbourneairport.com.au/community

www.melbourneairportprojectshub.com.au/third-runway-project



Planning, Master Plan


Rosie Offord


Head of 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 Major Development Plan work is progressing.

 **Noise Sharing and Airspace Concept Plan (NSACP):** Second phase community consultation scheduled for August 2026. Locations shared with CACG members.

 **Construction:** Early works Northern Access Route due for completion later this year. Arundel Creek Treatment Facility and works on the Greybox Woodlands to commence this month.

Master Plan 2027: draft being finalised and public exhibition planned for August 2026.

Melbourne Airport's Third Runway – project and commitments update

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

 **Environment:**

- PFAS Management Plan endorsed by IEA and submitted to DITRDCSA for approval.
- Main Works CEMP & EMP subplans endorsed by IEA and approved by DITRDCSA in January 2026. Minor updates in progress to reflect final PFAS MP.
- Biodiversity Offset Management Plans submitted to DCCEEW for approval

 **Community and stakeholder engagement:**

Ongoing engagement on Preliminary Works, including Sunbury Road and Annandale Road disruptions. Further update provided in earlier section.



Noise Amelioration Plan and Program: update later in this presentation

Runway 09/27 closures for maintenance works

We're undertaking essential maintenance on our east-west runway to ensure it remains safe, reliable and ready to support aircraft movements for the next decade.

These overlay works started in January 2026 and run until June 2026 (subject to weather).

Works will occur overnight (like the 16/34 overlay) and during this time, flights will use the north-south runway, so communities to the north and south may notice additional aircraft noise at times.

Works include:

- 10,000 tonnes of new asphalt
- Fresh line marking and grooving
- Upgrades to aeronautical ground lighting



MDP updates

Naarm Way Stage 2

- Stage 2 progressing well – traffic disruptions around the airport for construction.
- In preparation for the new Pick Up and Drop Off zones, we need to close the Tullamarine Freeway to install overhead road signage.
- Information on traffic changes, dates, and detour maps can be found here: <https://www.melbourneairport.com.au/overnight-closures-on-tullamarine-freeway>.



Planning matters

Other MDPs

- Expecting a number of additional MDPs over the next 12-24 months relating to airfield projects. Many of these have already been advertised publicly as they have EPBC Act approval already.

Melbourne Airport Rail Link

Justin Portelli

Chief of Staff – Office of the CEO

MELBOURNE AIRPORT



Melbourne Airport Rail Link

- **February 2025:** The Federal Government announced \$2 billion in funding to undertake a major redevelopment of Sunshine Station to enable more trains, and pave the way for a future rail line to Melbourne Airport. Works on the new hub will kick off in early 2026 and be completed in 2030. This is on top of the existing \$5 billion to build the rail line, taking the overall Commonwealth commitment to \$7 billion.
- **March 2025:** Agreement of a Memorandum of Understanding (MoU) reached between the Albanese Government, Allan Government and Australia Pacific Airports (Melbourne) Pty Ltd. All three parties committed to work together to commence delivery of MARL and establish a Steering Committee led by senior officials from each organisation to progress this project.



Noise Amelioration Plan & Program

Laura Brannigan

Head of NAP&P

MELBOURNE AIRPORT



Noise Amelioration Plan – process & progress



Community Consultation Phase 2 (March – May)



We reached out around Keilor and Bulla:

- Letter-box drops
- Local newspapers and social media
- Flyers in businesses and clubs
- Presentations to community organisations & clubs
- Website content
- Airport newsletter

We hosted 8 more drop-ins (in Keilor & Bulla) and 3 more webinars (all available on our website).

We've now interacted with 600+ individuals & households – most within our ~1100 home consultation area.

Announcement of the Noise Amelioration Program

MAEO – Local Planning Schemes

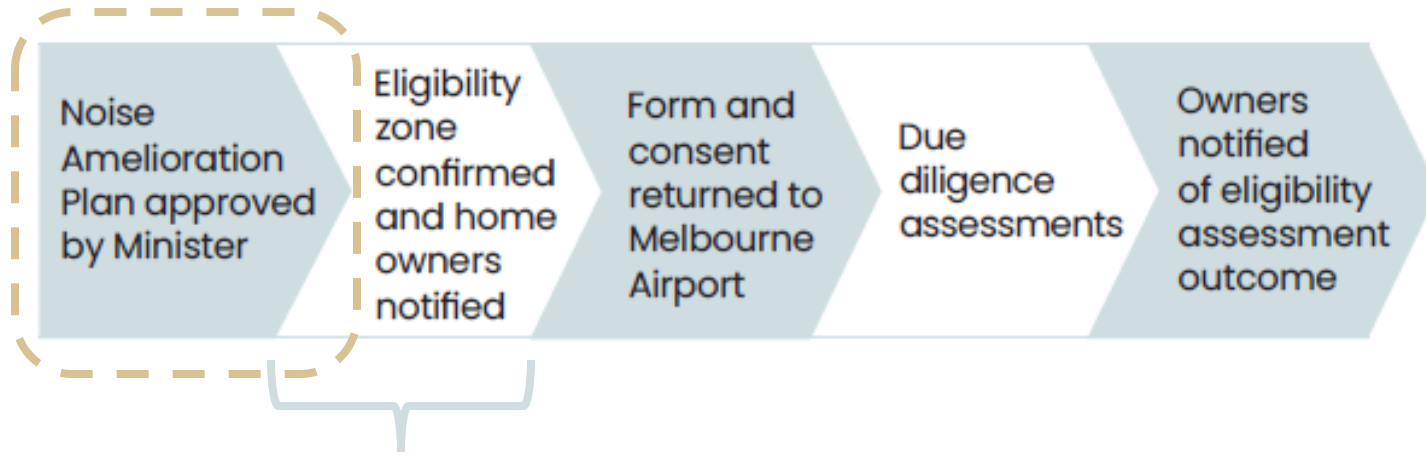
What we've been doing since

Round two consultation | Webinar #3 – Next steps for Noise Amelioration Project

Round two consultation | Webinar #2 – How standards and regulations and shaping the draft Plan

Round two consultation | Webinar #1 – Noise Amelioration Plan update

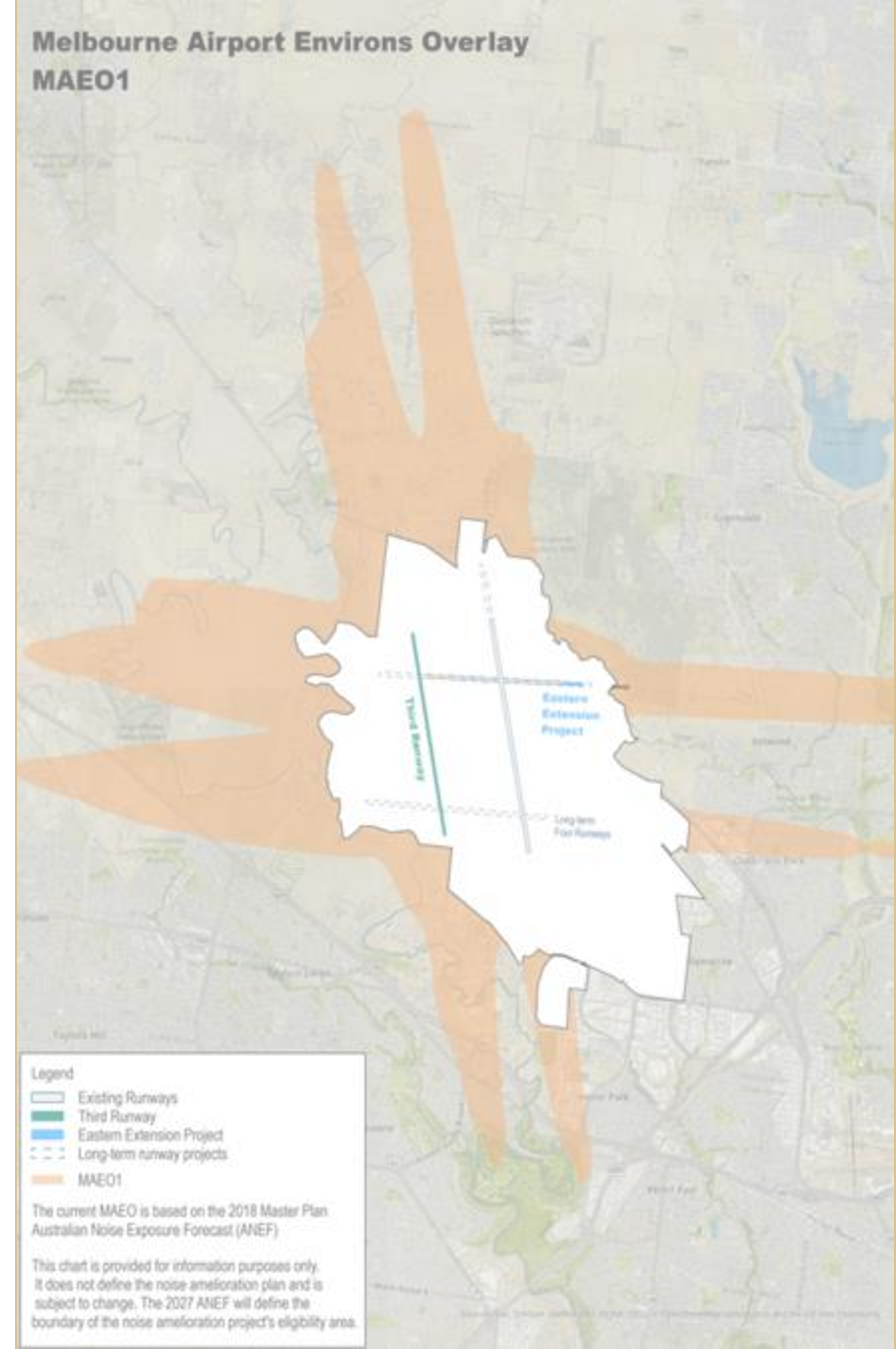
Plan Submission → Approval → Announcement Noise Amelioration Program



All homes and eligible facilities within the confirmed ANEF 25+ zone will receive an info package from Melbourne Airport by mail. If we have an owner’s email address, we will also send a digital info package. We may also knock on some doors to make sure we reach everyone.

Notifications will not be made outside the confirmed eligibility zone.

The information pack will announce the Noise Amelioration Plan’s approval and explain the next steps in the Noise Amelioration Program.



Accessibility and Traveller Experience

Wendi Pearce

Head of Traveller Experience

MELBOURNE AIRPORT



Hidden Disability Program

- Provides travellers who require additional assistance with the support and resources they may need for a pleasant travelling experience.
- To assist staff identify those who may need additional assistance, sunflower lanyards are available.



Sensory Maps and Social Stories

- To help travellers navigate through T2, there are sensory maps which identify high, medium and low sensory areas.
- Social Stories are stories developed to assist passengers to understand international departure and arrival processes in pictorial format.
- You can find more information [here](#).



Airservices Update Melbourne Airport CACG

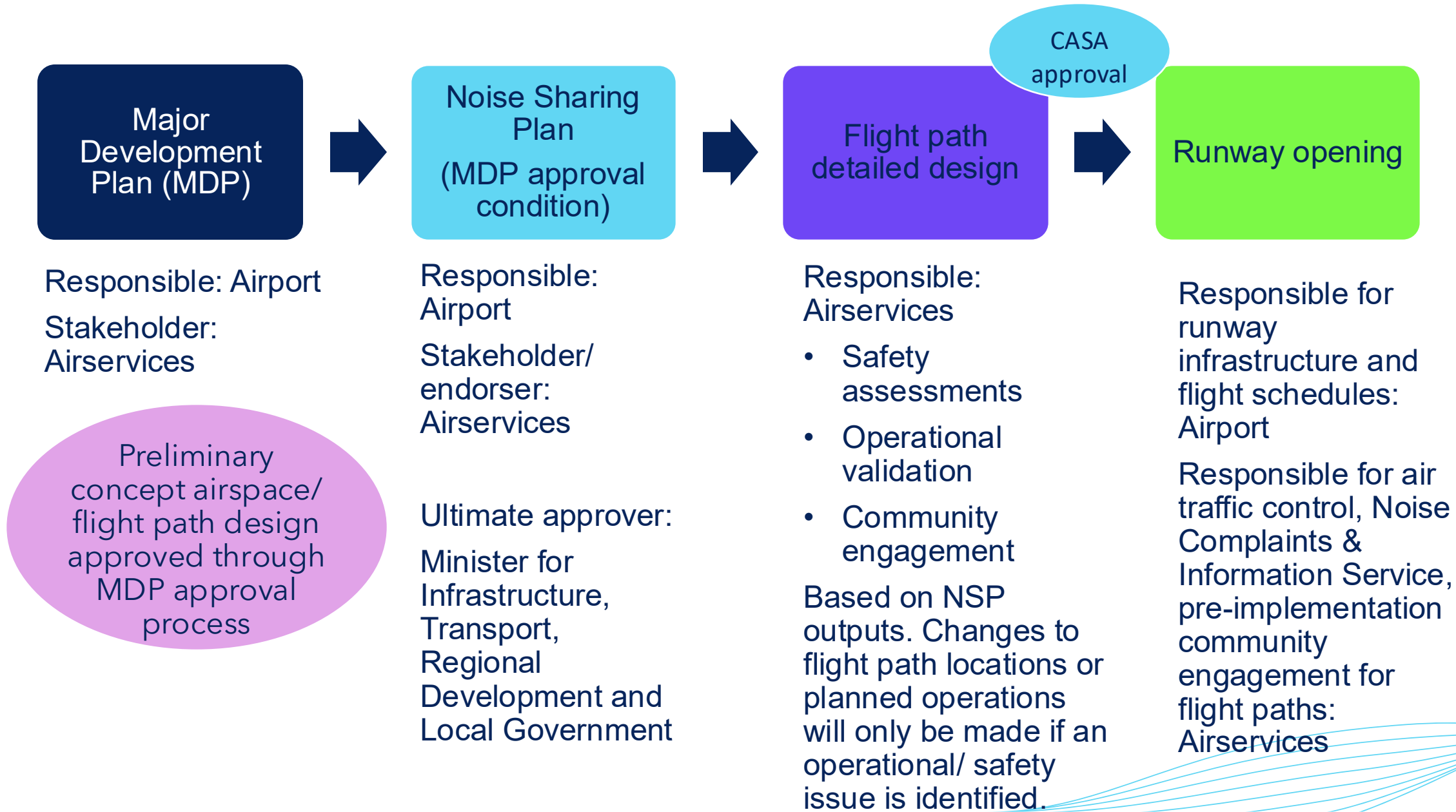
19 May 2026

Airservices Update



- Airservices and Melbourne Airport Third Runway
- Flight path design process and principles
- Appendix - Noise Complaints and Information Service (NCIS) update Feb - Apr 2026

AIRSERVICES AND MELBOURNE THIRD RUNWAY



FLIGHT PATH DESIGN PRINCIPLES



Safety and Compliance Principles

CASA Manual of Standards Part 173 - Instrument Flight Procedures Design / Civil Aviation Safety Regulations/ ICAO 8168 Procedures for Air Navigation Services Aircraft Operations (PANS-OPS)

Safety of air navigation must be the most important consideration.

Flight path design must comply with Australian and International design standards, and cater for the range of aircraft that will operate on the flight paths.



Noise and Community Principles

Populated areas, schools, childcare, hospitals etc

Consider concentrating aircraft operations to avoid defined noise sensitive sites.



Environmental impact assessments

Efficiency and Environmental Principles

Consider Matters of National Environmental Significance, other sensitive habitats, and registered heritage sites.



Operational Principles

Design flight paths to facilitate access to all appropriate airspace users.

Industry engagement:

- Airlines
- Neighbouring airports
- Emergency services
- General aviation e.g. flight training/ recreational flying
- Military airspace (e.g. RAAF Base Point Cook)

FLIGHT PATH DESIGN PROCESS

Seek to achieve an outcome that balances the needs of the environment, community and aviation industry stakeholders, in accordance with Airservices Flight Path Design Principles

Criteria for assessing environmental and community impacts of flight path changes – criteria applied as per [Airservices Environmental Management of Changes to Aircraft Operations](#).

Includes:

- Environmental Change Screening – *does the proposed change need further environmental assessment or can it proceed to implementation?*
- Community Sensitivity Analysis – *analyse local areas, Census data, historical complaints etc*
- Environmental Impact Assessment - *including those considered potentially ‘significant’ under the EPBC Act*
- Community engagement – *where required, to be conducted in accordance with Community Engagement Standard (CES)*
 - As part of requirements of CES, will explain flight path considerations and how flight path options were developed.
 - Considerations include population overflow, ATC input, fuel burn, flight route efficiency, etc

APPENDICES

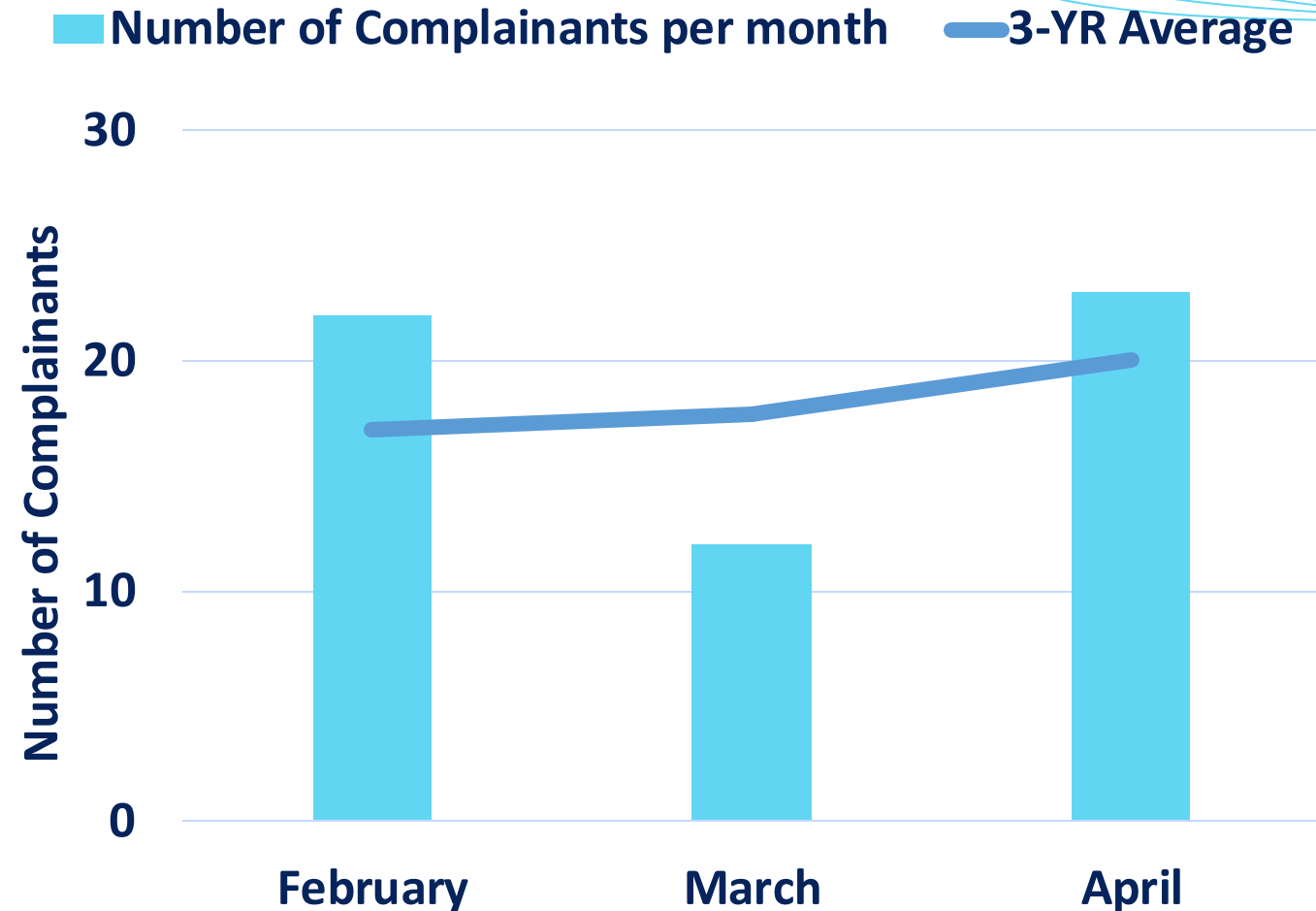
NCIS UPDATE February – April 2026

Complainants

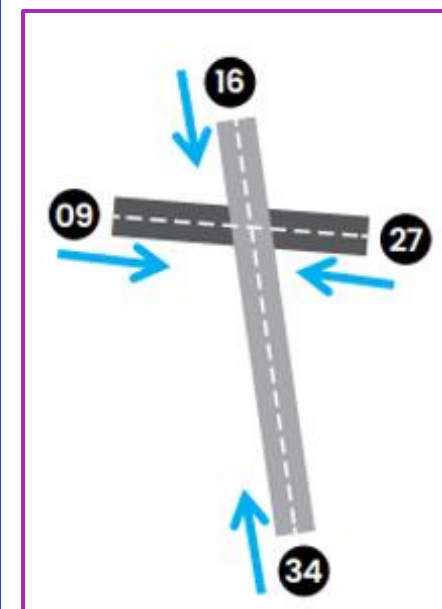
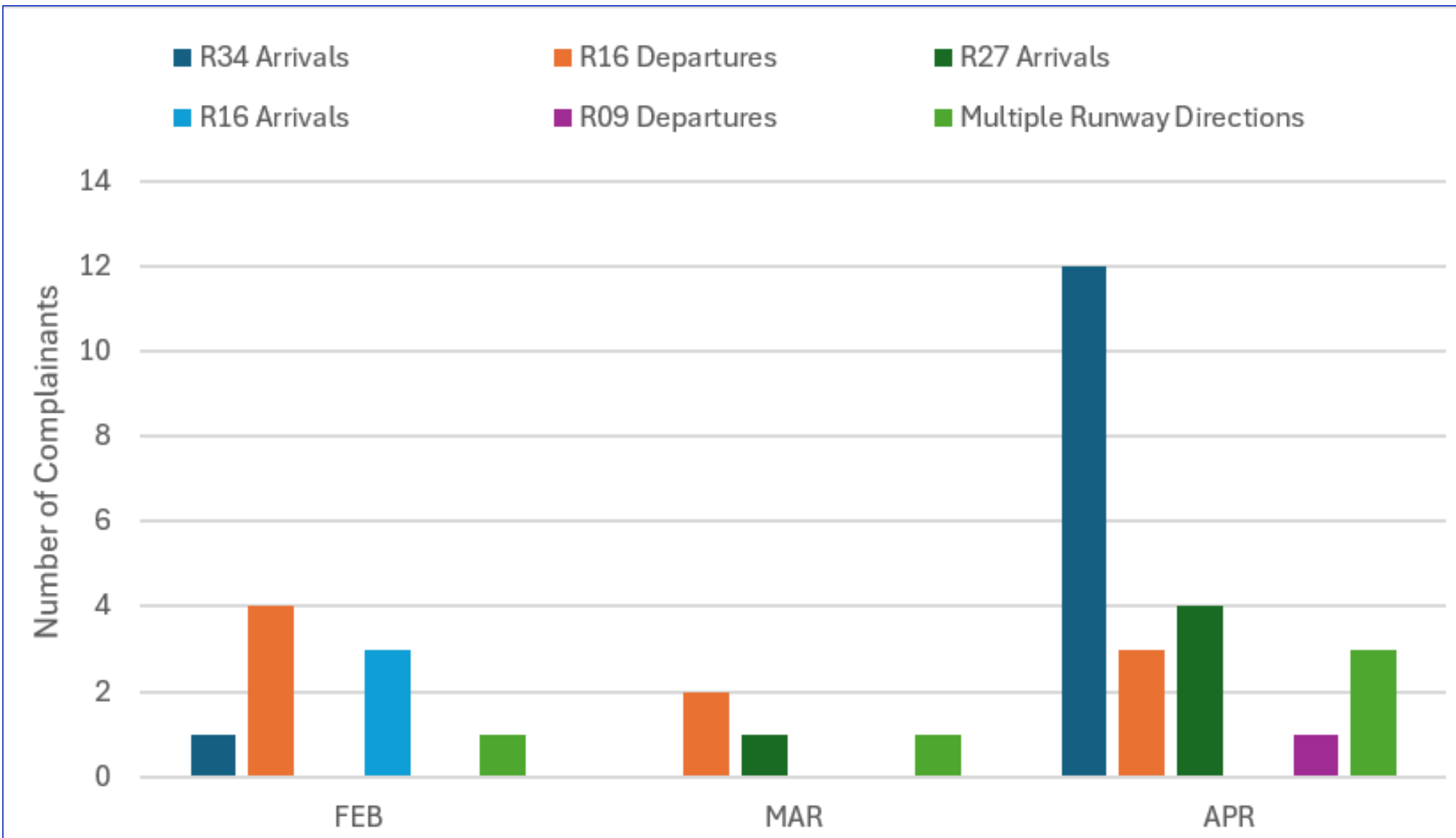
- 50 individual complainants
 - 222 contacts
 - 33 new complainants

Suburbs

- 29 suburbs recorded complainants
 - Keilor – 5
 - Sunshine, Romsey, Keilor East – 4 each
- 18 suburbs recorded a single complainant



SOURCE OF COMPLAINTS – RUNWAY(R) DIRECTION

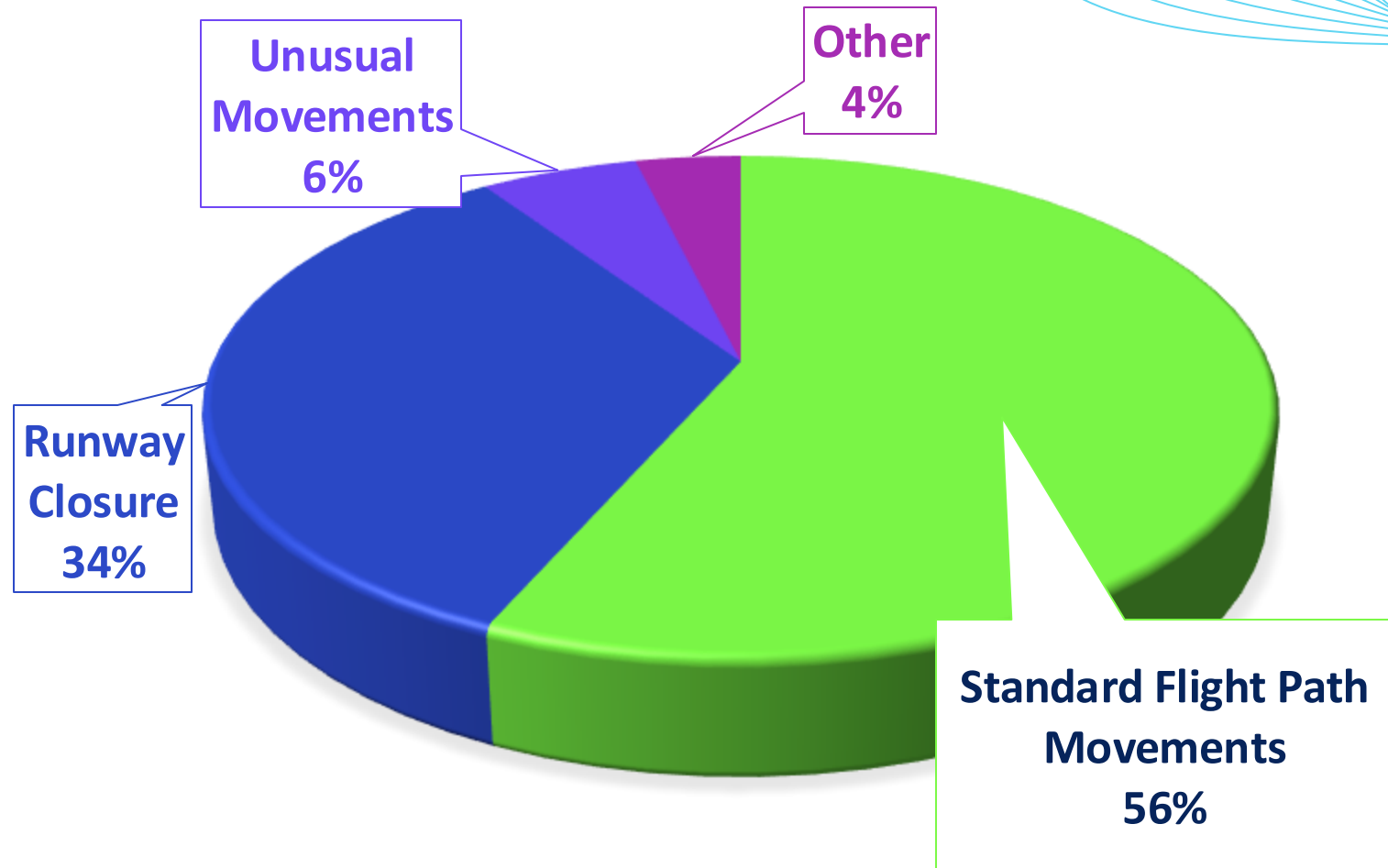


NCIS UPDATE

February – April 2026

Issues

- Standard flight path movements
 - Runway 34 arrivals – 13
 - Runway 16 departures – 7
 - Runway 27 arrivals – 4
 - Runway 16 arrivals – 3
 - Multiple runway directions – 3
 - Runway 09 departures – 1
- Runway closure
 - Works – 18
- Unusual movements
 - Radar Departures – 1
 - Traffic management – 1
 - Missed approach – 1
 - Weather diversions – 1



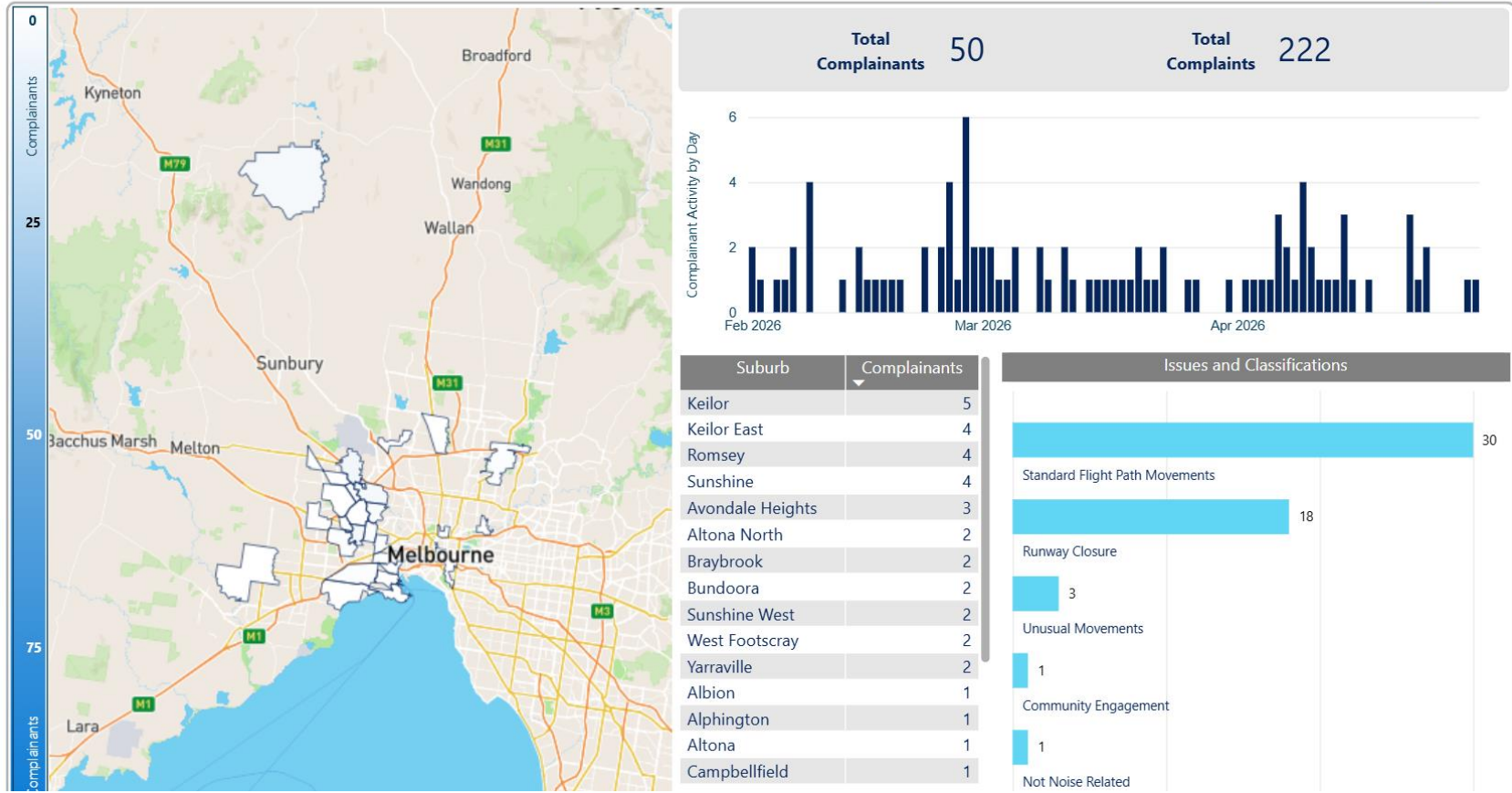
AIRCRAFT IN YOUR NEIGHBOURHOOD – complaints report

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

Noise Complaints and Information Service Report

Select airport: Melbourne Airport

Select date range: 2/1/2026 4/30/2026



THANK YOU

-----Original Message-----

Sent: Tuesday, 21 April 2026 20:06

Subject: Concerns with lack of community consultation - Airport

Kim Jordan
Independent Chair
Melbourne Airport Community Aviation Consultation Group

Dear Kim Jordan

Since 2012 community groups located within the suburbs surrounding the airport, have formed to gather information on airport development.

They hold community, forums, discuss those developments and report back to the airport via CACG on emerging concerns.

Listed are some of the community groups.

- . Hume Residents Airport Action Group
- . No Third Tulla Runway
- . Broadmeadows Progress Association

Facts we know;

1. The CACG minutes of 20 November 2018 record a statement by Melbourne airport the CACG will no longer facilitate community engagement.
2. Melbourne Airport explained that it will undertake community engagement directly in the future.

Items 1 & 2 appear to contradictory to the Terms of Reference set by the airport as follows.

Terms of Reference

ROLE OF CACGMA

CACGMA will contribute to community involvement with Melbourne Airport by:

- I. Providing a platform for community engagement and dialogue regarding the operations, development and impact of Melbourne Airport
- II. Gathering and relaying community concerns, suggestions and feedback to airport management and relevant authorities
- III. Promoting collaborative approaches to resolving issues raised by the community
- IV. Providing advice regarding appropriate communication, consultation and engagement
- V. Helping stimulate community interest in the airport's development planning process
- VI. Assisting Melbourne Airport to fulfil its obligations as a good neighbour within the local and broader community, while recognising its role as a major economic contributor for the local region, Melbourne, Victoria and Australia

- VII. Engaging with Airservices Australia to advise on:
- airspace management procedures and flight paths
 - noise mitigation procedures
- VIII. Helping improve the availability and quality of information being supplied to community members
- IX. Engaging with state and local government regarding land-use planning in areas subjected to existing, or expected increased, aircraft overflights

Community CACG members to my knowledge do not engage with local communities in general, therefore views or opinions expressed by them at CACG meetings are from personal experience.

To present a clear understanding of CACG to communities please respond to the following questions which I will share with the listed community groups.

Questions:

1. How is the CACG delivering on the key point with in the terms of reference
 - A platform for community engagement.
 - How does it gather and relay community concerns.
 - What community raised issues has the CACG been involved in.
 - How does the CACG provide advice.

2. Have there been discussions in CACG and with the Airport on how the community is to be consulted, informed on the Community Health Study?

Frank Rivoli
Hume Residents Airport Action

From: Kim Jordan
Sent: Monday, 25 May 2026 09:34
Subject: RE: Concerns with lack of community consultation - Airport

Hi Frank

Thanks for your email regarding the operation of the Melbourne Airport Community Aviation Consultation Group (CACGMA).

All CACGs are formed under the auspices of the federal government. CACGMA operates in line with the CACG Guidelines published in 2025.

You refer to a change in Melbourne Airport's approach to community engagement which began in 2018. As you know, I was not involved at the time, but the minutes from the August 2018 CACGMA meeting note the change was because the airport was committing to broaden its engagement methodology and reach. CACGMA was expected to remain an avenue for community engagement, as required by the federal government. This has been the case.

- Current CACGMA members represent and engage with a range of communities affected by the airport and its operations. In addition many members have specific skills and experience which help in reviewing and advising on airport planning and operations.
- Since 2019 there have been several well-advertised recruitment processes, the most recent in August 2025.
- The Melbourne Airport website has profiles of CACGMA members, including contact email addresses.
- Melbourne Airport's community engagement team advise me of any contacts they receive who indicate they wish to provide feedback via CACGMA members.
- Melbourne Airport promotes CACGMA as one of many points of contact for community members.

With regard to the community health study: the conditions included in the federal government's approval of the Third Runway approval include several that specifically reference CACG, including its involvement in consultation and feedback on the Community Health Study. Many other avenues were available in 2025 for the community to be involved in drafting the Terms of Reference for the study.

As independent chair it is not my role to represent community views. However, members of the groups you mention are welcome to contact CACGMA's community members or the airport's community engagement team.

Cheers

Kim