

MELBOURNE AIRPORT



COMMUNITY AVIATION CONSULTATION GROUP (CACG) SPECIAL BRIEFING MP22 and M3R

Meeting minutes — Tuesday 1 February 2022, 6:30pm-8pm
Quest Melbourne Airport/Microsoft Teams meeting

CACG Members

Present:

Name	Representing	Role
Kim Jordan		Independent Chair
Fred Ackerman	Community	Taylors Lakes
Margaret Guidice	Community	Keilor Downs
Matt Faubel	Community	East Melbourne
Susan Jennison	Community	Keilor
Irene Stokes	Community	Keilor
Henry Lam	Community	Sydenham
Jane Waldock	Community	Northcote
Maggie Baron	Community	
Jim Laussen	Community	School Principal
Fonda Zahopoulos	Community	Moonee Ponds
Michael Canny	Community	Business owner
Liz Beattie	Victorian Trades Hall Council	Trades Hall project officer
Catherine Hunichen	Brimbank City Council	Principal Strategic Planner
Steve Finlay	Melton City Council	Statutory Planning Coordinator
Petrus Barry	Moonee Valley City Council	Manager Statutory Planning

Name	Representing	Role
Steve Finlay	Melton City Council	Statutory Planning Coordinator
Donna Marshall	Airservices Australia	Community Engagement Head
Sarah Harris	Airservices Australia	
David Kirkland	Department of Environment, Land, Water and Planning	Manager Planning Services
Michael Joost	Department of Infrastructure, Transport, Regional Development and Communications	
Andrew Lund	Melbourne Airport	Head of Communications and Community Engagement
Rosie Offord	Melbourne Airport	Head of Master Planning
Natali Klasevski	Melbourne Airport	Policy Advisor
Tiffany Tang	Capire Consulting Group	Senior Engagement Consultant

Apologies:

Name	Representing	Role
Tim Gill	Airservices Australia	Community Engagement Senior Advisor
David Cleland	Community	Greenvale

1. Introduction

- Andrew Lund welcomed everyone to the meeting and noted that with Kim attending online he would act as chair, to ensure those attending online and in person could both ask questions.
- Andrew outlined the briefing format, including time for questions at the end.
- Andrew noted this was the first day of formal public consultation, but the Draft Preliminary 2022 Master Plan (MP22) and Draft Preliminary Major Development Plan for Melbourne's Third Runway (M3R) documents were released to the public yesterday afternoon.
- Andrew said the airport was working to ensure as many people in Melbourne as possible are aware of what the airport is proposing.

2. MP22 and M3R Briefing

Rosie Offord. Head of Master Planning.

- Rosie explained the purpose of MP22 and M3R documents and emphasised both are preliminary drafts.
- Rosie gave a brief history of Melbourne Airport at the Tullamarine site. Was initially planned with four runways. Two were built, with another north-south planned to the east of the terminals near the freeway. The thinking at the time was that Essendon would close, but when that didn't happen, the planned north-south runway was moved west.
- The Master Plan is the airport's long-term planning document and is required to be reviewed every five years. It's been brought forward to reflect the change in the third runway orientation. (In the 2018 Master Plan it was envisaged the third runway would run east-west).
- The Master plan includes forecast noise contours- ANEF- for the four-runway configuration, and there isn't a significant change.
- Rosie showed a map of the airport's 2042 concept plan, with three key changes: the third (north-south) runway is built, the airport rail is built, and the western sub precinct (to the west of the third runway) has been developed.
- The long-term plan looks beyond that 20-year horizon and safeguards the fourth runway. Rosie said that the current thinking is that if the airport builds the third runway, the fourth is unlikely to be needed for 30-40 years.
- Rosie explained the approvals process, noting that we are still at the beginning of the process. After Public Exhibition the Master Plan is finalised first and sent to the Minister along with the supplementary report which contains all submissions received and the airport's response.
- Ministerial approval for M3R is expected in the first quarter of next year, but approval is just the first step.
- The airport is working to preserve the option of opening the runway in 2027, but realistically it will be a few years later.
- Rosie played an overview video explaining the project [Third Runway Concept Design - YouTube](#)
- Rosie explained the rationale for building the new runway. It will increase capacity- the airport expects aviation demand will grow and return to pre-Covid levels. She made the point that the runway is a long-term project, and Covid a short-term issue. The airport's projections reflect IATA's forecasts. The new runway will also provide operation efficiency. Pre-Covid delays at Melbourne Airport would cause impacts up and down the east coast. On

the economic front it will bring more jobs. The airport expects 3,200 more jobs on site by 2046 and another 37,000 off site by 2046.

- Rosie emphasised that when the new runway opens, the airport's operations will shift to primarily north-south. However the airport will still need the east-west runway, and operations on that runway will not shift to zero, because it will be required on some days.
- The MDP for M3R covers noise for the north-south orientation only, because noise on the east-west corridor will be less than what it is now.
- The 2022 Master Plan covers noise for the east-west runway.
- Rosie explained some of the proposed operating modes for when the parallel runway system opens. The highest capacity mode is mixed mode, which involves both runways being used for take-offs and landings. This is required in peak periods. Initially the mode that will be used most is segregated parallel operations, with take-offs on one runway and landings on the other. SODPROPS (Simultaneous Opposite Direction Parallel Runway Operations) can be used at quiet periods (ie night) in certain weather conditions and will allow for all take-offs and landings to occur to and from the north (where there are fewer dwellings). It is important to note this can only be used around 25-30% of the time.
- Jane Waldock asked what is the proportion of flights freight/passenger? Is that going to be consistent in the future? Rosie replied that at present there is an increased number of freight-only flights, to compensate for the lack of cargo space available in the holds of passenger aircraft. As the recovery progresses, it's expected more cargo will be able to be moved in passenger aircraft, so the ratio will change.
- Rosie emphasised that the new runway will result in new flight paths. Some people will experience increased noise, some will experience new noise, and others will experience less noise. Mixed mode flight paths are the highest capacity flight paths.
- Rosie explained noise contours and that the lines on the map show the number of events a person can expect over 70dB and 60dB overnight.
- Rosie explained the rationale for using 70dB during the day is that inside, that equates to around 60dB, which is loud enough to interrupt a conversation. Overnight 60dB is used, because that equates to around 50dB inside, which is loud enough to interrupt sleep.
- The M3R MDP also covers the environmental impact and talks about PFAS, ecology, offsets, heritage and greenhouse gas. All have fact sheets to help people understand the information.
- Jane asked whether changes in the weather related to climate change were expected to decrease the viability of SODPROPS. Rosie said no.
- Catherine Hunichen asked whether there would be a summary of changes to the Master Plan. Rosie said yes- there is a one-page fact sheet that lays out the key changes.
- Liz Beattie asked whether airlines would be making submissions. Rosie said yes, and that the airport had already been having discussions with them.
- Liz also asked whether there will be a local procurement process? Rosie said yes but numbers are TBC.
- Liz asked whether there would be an Environmental Effects Statement. Andrew explained that as a project on federal land, there is no requirement for an EES, but the MDP fulfils that role. (With public consultation, and detailed investigation of the environmental impacts).
- Susan Jennison asked whether the MDP looked at the health impacts? Rosie said yes, there are two chapters on health. Historical data is used to help inform predictions.
- Maggie Baron asked whether the technical reports underpinning the MDP be available? Rosie said no they wouldn't. They are huge. The MDP already runs to thousands of pages, and it is technically the summary.
- Catherine asked will the airport, with the support of local councils, be advocating to State Government to update the ANEF contours in affected planning schemes. Rosie said yes.

- Susan asked whether there were any issues expected with 5G towers. Rosie said not that she was aware of. Andrew explained that the issues with aircraft in the US related to the bandwidth that the US government had sold off for 5G use..
- Fred Ackerman asked whether consideration had been given to aircraft in future being quieter? Rosie said there is a fact sheet on this- fundamentally the airport expects future aircraft to be a little bit smaller but quieter. Noisier jets such as the 747 are being phased out of passenger service, although some still operate freight services into Melbourne.
- Henry Lam asked why 2026 is being used as the reference year, and if the runway won't open then, when will it open? Rosie said it was very hard to forecast passenger numbers, but the airport's expecting higher domestic numbers will somewhat offset lower international numbers. 2026 was picked as the reference year because it was thought that was the year traffic is expected to return to a level where the third runway is needed. That said, it is very unlikely the runway will open in 2026. 2027 is the earliest but can't say with certainty. End of the decade is most likely. Rosie's job is to keep the options open.
- David Kirkland asked whether all land acquisitions completed to accommodate the new runway. Rosie said yes- the airport has all the land it needs.
- Michael Canny asked if the runway would line up with airport rail? Rosie said they are two separate projects, but it looks like they will overlap. They won't interact with each other, but if there is any fill from the rail project, the airport will attempt to use it for the runway.
- Henry asked what will go in the western sub precinct? Rosie said it could be freight, it could be refuelling, or it could be ground storage. Effectively it is an area set aside to help support the operation of the airfield.
- Fonda Zahopoulos asked how far engagement would go? Andrew said the aim was to get to as many Melburnians as possible, with different levels of engagement depending on the likely impacts. A mail out has gone to more than 900,000 homes within the N-60 contour, but also "filling in the gaps" so that people who may not be in the contour but may notice more aircraft are also targeted. There is a heavy focus on near neighbours, where noise impacts are likely to be significant, with a series of pop up events and scheduled library talks. A radio and online advertising campaign is designed to generate broader awareness and engagement with the project, particularly regarding changed flight paths- people in suburbs further away who may not experience regular intrusive noise, but who will notice more aircraft in the skies around them. The airport will run a survey in March to ensure the message is getting to those who need to hear it.
- Fonda also asked about traffic management and what the impact will be for locals. Rosie explained the two main entry points to the site- one off Sunbury Road, and the other to the south.
- Susan asked how information will be collected. Rosie explained most of it is done automatically through the online portal, but the airport also has a consultation log which has been running for years. Submissions and the airport's response are collated in the supplementary report which is sent to the Minister along with the MDP. At the end of the process the airport plans to make the supplementary report public.
- Fred commented that expectation management is key, so asked what was up for negotiation? Andrew said the new north-south runway was non-negotiable from the airport's point of view but said the way it operates is something the community can influence- which is why the airport has put forward a number of potential operating modes. He said community members may have other ideas that the airport hadn't considered, so encouraged everyone to make written submissions.

Tiffany Tang. Engagement Advisor

- Tiffany discussed the community champions program, and encouraged CACG members to take part, to maximise participation in the engagement program- particularly among hard to reach groups. There are four key targets- younger people, young families, multi-lingual (ie non English speaking) and older adults.
- Jane asked whether facebook/Instagram advertising would be used to help reach boomer and young people respectively. Tiffany said there will be advertising on those platforms.
- Catherine asked what the parameters around the airport's consideration of compensation are. Answer the sort of compensation being talked about is noise attenuation... and it's quite early in the process so nothing formal on the table.

3. Close – Andrew Lund

- Andrew thanked everyone for their attendance and encouraged them to encourage others to engage, and to make submissions. Said he and Rosie looked forward to more questions about the project at CACG's next meeting on February 22.