

No.	ALLOCATED TO	QUESTION	ANSWER
1	Tony	<p>Andrea. M I purchased in Kealba, as it isn't on a flight path. Earlier this year, flights started going over Kealba disturbing my family, the aircraft rattle my windows and vibrate my house. Due to my complaints I was informed Kealba is now on a flight path, no-one ever informed us of this. This noise affects my health and well-being.</p> <p>Question: Why isn't Melbourne Airport offering compensation by providing triple glazed windows, insulation etc like both Sydney and Essendon Fields Airports did?</p>	<p>Noise regulation and initiatives such as insulation program are a matter for the Commonwealth Government.</p> <p>Under the commonwealth system, it looks at data and sets threshold points in special circumstances and it's only done that on three separate airport occasions – the ones you've mentioned and also Adelaide Airport. It then ran a scheme to provide for insulation and funding those types of works on private properties and public halls etc. to address noise that exceeded certain thresholds. This generally related to properties that were experiencing in excess of ANEF30, of which there weren't many of. They did not apply a blanket approach, rather it was special regulations relating to those airports and it was incorporated into the approval process of the projects in those areas and then the commonwealth applied a charge that went to all airlines, in the form of a passenger tax, that applied to anyone flying in Australia, to recover the costs of the works that they undertook.</p> <p>The more recent examples are Perth and Brisbane Airports, where this process was not applied as they felt that there was no material impact to properties that warranted commonwealth intervention. This could be something that is considered at Melbourne. Based on the information that we have, it's unlikely that it would meet the thresholds that existed in other cases but that is still a matter for the Minister and the Department to make that assessment, as it is not a call for Melbourne Airport to make. If the Department does make the call it then has a recovery mechanism and a work delivery process that goes with it.</p>
2	Tony	<p>Filomena I live in Keilor Park and the noise is horrific, flights waking me up during the early hours of the morning. Due to COVID it has been great, less aircraft noise, but it is starting up again. I have rang numerous organisations and sent e-mails regarding noise levels, no one is taking responsibility for the noise.</p> <p>Question: Who will listen to us and take note of our challenges.</p>	<p>Noise complaints are managed through Airservices Australia, who are the commonwealth authority that is responsible for flight path management, air traffic control and noise management.</p> <p>The link below will also provide an opportunity to find information about aircraft, by using the web tracker to possibly help identify what is causing the problems. Please click here to visit the and/or make a complaint.</p> <p>If you do make a complaint, Airservices must address and follow up on the complaint and if they feel there is a matter to address, they will possibly make a change and provide a response back to the complainant. If you go through this process and you are still dissatisfied, there is an independent Ombudsman process, which you can then go to at that point, but only after going through the initial formal process.</p> <p><i>Ron added additional information – see recording at 49:05</i></p>

3	Tony	<p>George – asked question in person</p> <p>I understand that this is a discussion on methodology. Is the study phase going to also include any modelling on noise, emissions and impact on quality of lifestyle in surrounding suburbs that are indirect - such as increased traffic, increased congestion, and the risks associated with these, such as safety issues, impact on lifestyle, kids crossing roads etc Or is the study only focusing on the aviation side of impact.</p>	<p>What we try to cover in an MDP, is essentially everything that will potentially be impacted by a project. We have to undertake assessments in traffic, environmental and social impacts outside of our boundary that can be reasonably attributed to this project. We look firstly at the situation without the project and then make assessments based on the implementation of the project. It is not prescribed to just what's happening on the ground in the airport or in the airspace.</p> <p>We have conversations with state government around infrastructure and also local governments around secondary and local roads which includes from when the build commences to the long-term effects.</p> <p>Ron noted that he has a slide that will address this specific question in the next part of the presentation.</p>
4	Tony	<p>Tania</p> <p>Question: Could you please provide the data "new information" obtained between 2016-2018 that required the orientation review.</p>	<p>The material considered in the runway review process will be incorporated in the MDP which will be put out for public comments in mid-late 2021 during the extensive formal statutory public consultation period. The information obtained from the 2016-18 review will form the early chapters of the MDP.</p> <p>The decision to change the orientation from EW to NS was a business decision by Melbourne Airport and was not a statutory process or gave us the right to proceed with anything. This announcement was nothing more than the airport saying, based on the information we have at hand, we are making a public announcement about a direction we want to take. This decision will now require us to go through a master plan amendment and an MDP process and the ultimate decision sits with the Minister. This information will be included in the MDP and will be shared extensively next year.</p>
5	Tony	<p>Jo – Asked question in person</p> <p>The report that you're presenting, will that also look at the property valuations around the airport? What happens to the property in the area?</p>	<p>Ron will cover this topic in his part of the presentation but from an airport perspective, as we were doing with the previous project (Runway Development Project, RDP) and as per Brisbane has done, we have to go through and show impacts, including economic impacts on property. We've also been working with the local Melbourne universities to undertake modelling and analytics which was also done with the EW runway, in which Gladstone Park property prices went up. We're not suggesting that property prices here will go up, but there will be some varying circumstances, which we will be required to address and include in the report.</p> <p><i>Ron added additional information – see recording from 57:03</i></p>

6	Tony	<p>Lyndi What will you change if we choose to comment? Will you change the alignment back to the original alignment?</p>	<p>While we seek to get everything covered and correct in the Preliminary Draft MDP, there are always different perspective, issues and information provided through effective public engagement and we are committed to reflect, or respond to those points, as much of that as practical.</p> <p>It is unlikely that it will lead to a change in the alignment of the runway, and the reason for that is that there was a comprehensive process undertaken last year with the regulators and the airlines that went through the technical, safety and operational reasons as to why we were changing the direction of the runway. These factors have not changed and the main influences of where and how you build a runway comes from the technical people within the industry along with the regulations and the regulators.</p> <p><i>Refer to recording at 59:25 for additional information.</i></p>
7	Tony	<p>John.H Will MA be allowing time and resources in the MDP process to have the Health and Social section and Environmental section of the Draft MDP peer reviewed and the results made publicly available?</p>	<p>With all the reports we are taking all of that information and are having various consultants to test and check the different elements of the reports for validity and robustness in what we present. We also have people like Ron on board that have been brought in as an independent advisor and reviewer for the airport. In the environmental space for example, we actually have multiple consultants reviewing the reports and different elements of it. All of this work will be presented in the MDP and put out for public review.</p> <p>The other commitment we've repeatedly made is that despite any statutory timeframes that apply for any approval process, we are committed to go above and beyond that and have longer periods to ensure that the public and various stakeholders have sufficient time to review the material and make a submission.</p>
8	Tony	<p>John.H Can MA explain how it will be utilising it's social and environmental licences to operate the N/S Runway extension alongside its Commonwealth regulatory requirements?</p>	<p>Note: <i>we have answered this question, assuming it refers to the proposed new third runway and not an extension on the existing NS runway.</i></p> <p>The concept of social and environmental licenses, these are in terms of a public position - you can't go out and get a full social licence to operate and that's how we seek to operate as a business. We do however look to work with within the community that it resides in, and as an active participant in it. As a business we are strongly committed to providing 24/7 operations for Victorians to access the airport and get in and out of the state (outside of covid) and to allow freight and other operations to come in and out of the state effectively. At the moment 20,000 people that work at Melbourne Airport will grow to 40,000 and that's a good sign.</p>

			<p>We know that we have an impact inside of our business and that relates primarily to aircraft noise but also traffic and other impacts. We are aware that there is a negative side to the impacts that we have and as part of a business that seeks to establish itself as an active and key member of the community in the north west of Melbourne and of greater Melbourne, we're very keen to ensure we maintain our social licence.</p> <p>Our main objective through these processes is to get our formal approvals through the Minister and that's where we get our formal licences to develop (MDP). Under the commonwealth legislation we don't have operating licences as such, but the MDP provides us the operating licence and conditions to operate.</p> <p><i>Refer to recording at 1:04:08 for additional information.</i></p>
9	Tim	<p>Steven.B I have asked the same question over many years in fact 25 from the time I was looking to purchase land to now. Always have been told no Hillside will not be impacted. Prior to Covid noticed a huge change and was getting aircraft constantly even during the night waking my family constantly.</p> <p>Q. Why can't the flight path be over noisy areas already such as ring road and other busy roads so that it does not affect residents.</p> <p>This should not be resident vs resident but benefit for the greater good including the airport. More flights equals greater economic good but we as residents have ownership of quality of life and there is a value to any detriment. So either make this work for all or change to alternative airport Avalon.</p>	<p>Operations at the airport are based on the operational requirements, wind conditions and other factors which affect where aircraft and noise will be located. Airservices noise tool is a good place to find out more about what noise you can expect from existing and historic flights https://webtrak.emsbk.com/mel3</p> <p>Requirements to operate aircraft safely, separate them in the air, and manage aircraft coming from and going to destinations in all directions, including those heading for other Melbourne airports, all severely constrain where flight paths can be placed. Further, the noise from aircraft spreads considerably (and spreads further when they are higher) which means that a busy road beneath will not be the only area to get the noise.</p>

10	Tim	<p>Andy. S Q1.AS 2021 was developed in 1994 to protect the community from aircraft noise to ensure inside your house the noise levels is no more then 50db. With this new runway is Melbourne airport addressing this requirement?</p> <p>Q2.I live in Kealba and even now with existing conditions I get around 70dB inside, waking my family in all hours of the day. With this new runway this will make these conditions even worst (being 1.3km closer to my house)?</p> <p>Q3. What is Melbourne airport doing about reducing noise levels in our homes so we can all get some sleep? It will also help to get accurate noise contours and publish on your website, currently those noise contours are not correct,</p> <p>Q4. Can we get a noise monitor installed at Keilor park to replicate how loud its actually going to get at Keilor village? Then publish accurate contour maps to the public?</p>	<p>Q1 & 2. AS2020-2015 applies to new builds (or extensions). The land use planning contours safeguard the community by restricting development most affected by aircraft noise and requiring standards like the AS2020 for developments that do get approval</p> <p>AS2021 does not limit the noise level inside or outside houses. It provides a guide as to whether buildings of different types should be built in areas with a defined “total amount of noise”. This noise measure does not set a maximum noise level but tries to average out noise levels to estimate “total noise”.</p> <p>Nevertheless, the figure of a maximum of 50db is an ideal target recognised internationally, but it is also accepted by the World Health Organisations and other expert agencies as unachievable.</p> <p>Q3. The airport is working with Airservices to develop flight paths and modes of operation that concentrate noise in areas that are less populated. This will provide options for ATC use future Noise Abatement Procedures. There is also opportunity to work with airlines to reduce the noise at source (aircraft types and how they are flown can reduce the impacts for communities)</p> <p>Q4. Airservices are responsible for installing temporary and permanent noise monitors. The MDP will show the predicted impacts of the future noise for areas around the airport, including Keilor Village</p>
	Tony/Tim		

11	Ron	<p>John.H What planning parameters are being used to consider the Health and Social impacts on different stakeholder groups e.g. local residents, school children, aged care residents, park and playground users, waterway and grassland users, sports participants etc</p>	<p>As indicated in the presentation, the social impacts study is taking a very broad approach to social impacts including the impacts on the sorts of users identified in the question.</p>
12	Comment only	<p>Steven. B Flight path could also include over green wedge where there is no residents.</p>	<p>Thank you, Steven noted.</p>
13	Tony	<p>Alex. A Once Melbourne Tullamarine airport finishes all of its studies for the MDP are possible outcomes that the MDP would conclude new runways are no longer viable due to impact on surrounding suburbs or that the MDP would recommend curfews?</p>	<p>Post covid there will be changes that will occur with flight paths and behaviours and schedules with airlines. Throughout this whole covid period, we've been maintaining constant dialogue with the airlines, both within Australia and globally and are looking at their forecasts for the next 1 to 10 years. Everything seems to indicate that within a five-year period we'll be back to pre-covid levels. There's also going to be a period of lower operations of aircraft services but there's no evidence being shown that they will taper off long-term.</p> <p>Melbourne will remain as one of the major entry points in and out of Australia and additionally, being one of the two major cities (alongside Sydney), we have a key driver for growth going forward.</p> <p>We view runways as being 50-100 year assets as is the existing parallel runway which this year turned 50 and have another 50 years left in them. So, what we see now is a short term dip in a long-term trend- and the asset is still needed for the long-term.</p> <p>In terms of curfews, anything that comes out of operating conditions is purely a matter for the Minister of the Department of Infrastructure and are applied on a nationally based process. At this point in time, we believe that Melbourne Airport will remain a 24/7 operation, as it was always intended it would be.</p> <p><i>Refer to recording at 1:11:50 for further information</i></p>

14	Comment only	<p>Frank To Tony: Melbourne Airport was announced as a 2 runway airport on 5300 acres, prime minister press release nov 1962, in 1968 the aviation minister erected a billboard show 2 additional runways in the south east corner to say this airport was designed with 4 runways miss inform people.</p>	Thank you, Frank, noted.
15	Tony	<p>Lyndi When will we be told the truth re the reason for the sudden change from east west runway to the north south? It's a mystery.</p>	<p>Melbourne Airport undertook an extensive community engagement process during late 2019 detailing the issues it was considering along with regulators and the airlines in determining the preferred runway for development.</p> <p>Through the engagement process and including in the formal announcement by Melbourne Airport of its stated preferred change, the key factors driving the change were communication to the community. These include:</p> <ul style="list-style-type: none"> • Air Traffic Control implemented automated digital monitoring based on new BoM station in 2013 which over time started to highlight higher impacts from gusts and led to changes how the nomination criteria is applied (leading to greater North-South single runway operations) • The Airport Capacity Enhancement (ACE) initiative commenced in 2012 saw the collaborative approach between Airservices, Melbourne Airport and Airline representatives to improve efficiency start to monitor data more intently which also over time showed greater than modelled single runway operations • Qantas particularly took a strong position against east-west parallel arguing that the system would result in high levels of unavailability • Assumptions relied on crosswind threshold standards being increased from 20 kts to 25 kts, whereas CASA is focused on reducing to 15 kts <p>Finally, a review to National Airports Safeguarding Framework (NASF) Guideline B was introduced in 2018 and its application by CASA particularly highlighted a concern around impacts of windshear. This proved to be a catalyst for APAM to pause, review and reassess the east-west parallel system.</p>

16	Tim	<p>Marc Q1. What is the likelihood of changes in existing flight paths with new runway?</p> <p>Q2. Is it likely that a significant increase in north/south traffic means a commensurate increase in flights using flight paths that result in landings to the north or south?</p>	<p>Q1. Yes, when we put the new runway in the ground it will change the existing flightpaths around Melbourne Airport and we'll communicate those changes in the MDP. There will also be an online tool that is currently being worked on so that you can see what the flightpaths are likely to be. You can access WebTrak here.</p> <p>Q2. Yes, it is likely that there will be more flights on the NS runway system once the new runway is in service. More details of the changes in aircraft patterns and noise will be available when the MDP goes on public exhibition in mid to late 2021.</p>
17	Comment only	<p>Steven. B As stated use green wedge (glad it was mentioned) and roads like ring road as flight path which could alleviate alot of issues. If airlines have to pay a little extra then so be it, they have the use of a world class airport with no curfew!</p>	<p>Although the decision on flight paths ultimately rests with AirServices, the airport supports an approach to improve noise outcomes even if it requires airlines to fly additional track miles. AirServices has adopted changes of this kind on numerous occasions over recent years.</p>
18	Comment only	<p>Lyndi We've studied the noise tool that's why we are worried!</p>	<p>Thank you Lyndi, noted.</p>
19	Tony	<p>Frank (to Tony Brun) Q1. Why is Melbourne Airport planning a shorter community consultation process for a runway MDP than has occurred at Brisbane Airport.</p> <p>Comment only: Melbourne Airport has more significant issues and given COVID there is no evidence that Melbourne Airport is running out of capacity. You mentioned in your presentation that we, community may not hear what we want, that also goes for Melbourne Airport, I thought we are to work in a spirit of collaboration.</p>	<p>Q1. Melbourne Airport has been engaging with the community on the third runway for a number of years. All of the engagement work undertaken for the east-west runway has provided the airport with a solid foundation to continue engaging with the community. Melbourne Airport is committed to genuine engagement and actively engages through all stages of a project lifecycle.</p> <p>Melbourne Airport has repeatedly made the commitment that despite any statutory timeframes that apply for any approval process, we are committed to go above and beyond that and have longer periods to ensure that the public and various stakeholders have sufficient time to review the material and make a submission.</p> <p>Comment noted, thank you Frank.</p>

20	Tim	<p>Tania What are the current dB measurements during the day and night in Keilor (prior to Covid)?</p>	<p>Airservices monitor the noise from aircraft operations around Melbourne Airport. They use temporary and permanent monitors as well, but if you want to find out more about this, the online tool can provide more information https://webtrak.emsbk.com/mel3</p>
21	<p>Tony</p> <p>Ron</p>	<p>Frank Background; As this forum is to reliably inform communities on Health and Social impacts from the proposed the third runway MDP, there should be no circumstance which prevent the release of the health study completed for the East/West third Runway by Quigley & Watts in 2018. That study may have been specific for an east/west runway alignment however its finding is relevant to all communities surrounding the airport as is this discussion. Aviation impacts are not limited to those living in the direction of a particular runway alignment. Refusal to release the health study for the east/west third runway on serves to cement community mistrust.</p> <p>Q1. In the interest of all communities will Melbourne Airport in a spirit of collaboration release the East/West third runway health study?</p> <p>Q2. During your time at the ANO, changes were made to the reporting of aircraft noise complaints. Ideally the success of those changes should have resulted in a reduction of aircraft noise impact on Melbourne communities. Has there been any assessment to confirm this?</p>	<p>Q1. Melbourne airport will not be releasing the health study undertaken for the east west runway draft MDP as we don't believe it's relevant any longer and we also believe it has the potential to cause confusion in the community, with the current north south work being undertaken at the moment. However, it is important to note, that much of the material including assumptions and studies remain relevant and have formed the basis of the work for the north-south proposal noting the changes in footprint and any associated calculations.</p> <p>Q2. As noted in the presentation, a measure of success has been the change in policy and practice at AirServices where changes in flight paths and air traffic management are now frequently made solely to provide improved noise outcomes, something that did not occur prior to the appointment of the first Aircraft Noise Ombudsman</p>
22	Comment only	<p>Tania Yet high density development in Kealba (under flight path) approved.</p>	<p>Comment noted, thank you Tania.</p>

23	Tim	<p>Filomena If you can also provide the pre COVID dB measurements during the day and night for Keilor Park as well will be great.</p>	<p>Airservices monitor the noise from aircraft operations around Melbourne Airport. The online tool can provide more information https://webtrak.emsbk.com/mel3</p>
24	Tim	<p>Andy traffic noise along freeways have noise walls, vic roads do something about new noise generated, Q. What does Melbourne airport do about reducing noise?</p>	<p>We try and keep the flight paths to areas that are exposed to noise already, for example freeways or rail roads, the next thing we look at is putting flight paths over industrial areas where noise is already present during the day, and people are not there during night-time. We also vet noise abatement procedures with Airservices, which relates to how or where the planes are flown and what time they are flown. All of these things are considered during the planning for the third runway, to reduce the impacts around the airport as much as possible.</p>
25	Comment only	<p>Johh. E Vehicles will get quieter as EV/hydrogen fuel cell technology adopted and reduced GHG emissions. Aircraft getting slightly quieter but just as much climate impact and GHG emissions. Third runway will induce more aviation emissions</p>	<p>Aviation is forecast to grow globally with Australia representing only a small portion of this growth.</p> <p>There has been, and continues to be, a concerted effort globally to continue to evolve aircraft technology to reduce emissions and also become more effective at reducing noise.</p> <p>Melbourne Airport is confident that the significant gains in noise and emissions from aircraft seen over the past 2 to 3 decades will continue. However, it has made conservation assumptions in the MDP to provide a 'worst case' assessment.</p>
26	Tim/Ron	<p>Hannah Has any assessment been undertaken to determine the extent of noise reduction over homes achieved by having flightpaths follow roads?</p>	<p>Answered above in Q.24</p> <p>We try and keep the flight paths to areas that are exposed to noise already, for example freeways or rail roads, the next thing we look at is putting flight paths over industrial areas where noise is already present during the day, and people are not there during night-time. We also vet noise abatement procedures with Airservices, which relates to how or where the planes are flown and what time they are flown. All of these things are considered during the planning for the third runway, to reduce the impacts around the airport as much as possible.</p> <p>There is very extensive research on the distribution of noise from aircraft overflight. There are also very detailed assessments of the impact of noise that result from specific flight paths, in the form of the 'noise contours' that are prepared. These are the N-contour and ANEF maps that exist for the current</p>

			<p>operations and for planned future operations. Also see the response to question 7 above.</p> <p><i>Refer to recording at 1:16:04 for further information</i></p>
27	Tony	<p>Tania Why did the original N/S runway move 1310m to the west? It was originally over noise corridors but now over established residential communities?</p>	<p>As noted, the original 1960's master plan had the north-south parallel runway to the south-east of the existing runway. This plan assumed Essendon airport would close.</p> <p>In the 1980's a review occurred, which reflected that Essendon was not closing. This required to move to the west. The first concept put to the community had the runway at 300m to the west. Following extensive lobbying from the [then] City of Broadmeadow, City of Keilor and Bulla Shire the Commonwealth agreed to shift the runway further to the west to the current proposed location 1,310m to the west.</p> <p>Independent parallel operations including SODPROPS... Sydney has a separation much less and can achieve SODPROPS</p> <p>This greater separation was selected because it allows for simultaneous opposite direction runway operations (SODPROPS). That is arrivals from the north on one runway and departures to the north on the other runway. This mode of operation, which can only occur within certain wind conditions and low volumes (usually under 30 movements per hour – usually during the evening between 11pm and 5am) can mean a significant reduction in flights over the Melbourne area by directing flights to the green wedge to the north.</p>
28	Tony	<p>Hannah Tony - in what year was the decision not close Essendon Airport was made?</p>	<p>Melbourne Airport does not have any direct documentation detailing the confirmation of this decision.</p>
29	Ron	<p>Virginia Q. Will Health and Social impacts research be comparative with Airports without curfew. My concerns are the short/long term impacts of continuous aviation noise on children and children's</p>	<p>As noted above in question 9 and in the presentation, the social impact assessment will be very broad and cover the items in the question. To address the specific issue of comparison with curfewed airports the assessment will look specifically at day versus night. It is worth noting that less night traffic means more traffic during school hours.</p>

		development . Many children that attend Schools in Keilor and surrounds will get no respite from continuous aviation noise when they are at School or at home disrupting their sleep . Will we be provided with current and comparative data .	The assessment will compare not only current and future data but also data for the new runway with data assuming no new runway is built.
30	Tim	Hannah Has ASA made any changes to flight paths or taken any other remedial action as a result of noise complaints relating to Melbourne Airport?	Airservices have made several changes to flight paths during the life of Melbourne Airport. Airservices communicate these impacts through public consultation. The consultation helps to shape policy such as the development of the flight path design principles <i>Refer to recording at 1:36:43 for further information</i>
31	Tony	Tania If Melbourne Airport discover that it would be best for all (except Melb Airport) to build or utilise another airport would they therefore recommend this instead of building a 3rd runway in Tullamarine?	Melbourne Airport was developed and opened in 1970 on the clear basis that it would be an ultimate 4 runway system that operates 24/7. Since then, the planning for Melbourne has been based on this strategic long-term decision. As the airport lease holder with the Commonwealth, APAM has a responsibility to meet the continued national aviation network demands, which includes the provision of new infrastructure to cater for growth. Responsibility for new airports rests with the Commonwealth and State Governments.
32	Tony	George Will Melbourne Airport consider other alternatives other than more runways? Like nearby sites (Clarkfeild - joined by a rail shuttle like Singapore).	Melbourne Airport was developed and opened in 1970 on the clear basis that it would be an ultimate 4 runway system that operates 24/7. Since then, the planning for Melbourne has been based on this strategic long-term decision. As the airport lease holder with the Commonwealth, APAM has a responsibility to meet the continued national aviation network demands, which includes the provision of new infrastructure to cater for growth. Responsibility for new airports rests with the Commonwealth and State Governments.

33	Tony	Steven Do the decision makers live in the area?	The Minister for Infrastructure is the approver of the MDP.
34	Comment only	Frank (to Ron Brent) Thank you Ron for your answer, as you said there have been more complaint events responded to, my question was more to do with the assessment of aircraft noise. Community continually hear aircraft noise can't be eliminated. Our view is that it can be managed, that management include airport capacity, planning airport to be compatible with the community environ airport find themselves in. The commonwealth and state have long standing plans dating back to 1971 for a second airport in the east of Melbourne. Further expansion at Melbourne Airport should take that inconsideration ahead of further runways.	Thank you for your comment, Frank. The planning for additional airports is a matter for federal and state governments, while Melbourne Airport's obligation is to provide airport capacity to meet the demands it faces, in accordance with the very long-standing plans for additional runways. Noise complaints and community consultation over the last ten years have nevertheless dramatically increased the emphasis on achieving the best noise outcomes possible within the constraints of having to operate airports increasingly surrounded by urban development.
35	Tony	Hannah Will the community be informed of any changes that are made to the MDP as a result of consultation? And if so will that be before or after the MDP is submitted to the Minister for approval?	Melbourne Airport will be responding to all submissions made providing responses to issues raised.
36	Comment only	Frank The east/west alignment has problems with airspace with Essendon Airport	Thank you for your comment, Frank. Both north-south and east-west operations have interface issues with Essendon Airport which need to be addressed and accounted for.
37	Tony	George Will you include residents in the local areas during the MDP design (post this research phase) and prior to consultation phase? I will put my hand up and volunteer to be part of any inclusive design.	The design of the runway and associated taxiways and supporting infrastructure is a complex engineering process that has to be undertaken in accordance with international design and safety standards. This will be done by suitably qualified engineering consultants. The runway is not like a building or landscape project where there is opportunity for architectural design influence. <i>Refer to recording at 1:38:48 for further information</i>

38	Tony	<p>Alex. A Tony - In response to your answer, how long will the consultation period be for the MDP and will there be a separate period for the Master Plan?</p>	<p>Given that the MDP needs the MP22 to be approved and vice-versa, and noting the issues addressed are the materially the same, we are running a concurrent process expected to be in mid-late 2020.</p> <p>The statutory process requires a minimum of 60 business days. While we have not determined the actual period, our intent and commitment is to hold our engagement over a longer period. We are keen to hear from our stakeholders and the community on suggestions on timeframe and elements they'd like to see in the engagement process.</p> <p>Melbourne Airport does note that that its current engagement, as that undertaken for the Planning Review in 2019, was not a statutory requirement – however we believe our extensive additional engagement, utilising recognised best practice processes reflects our commitment and desire to work with our stakeholders and the community in holding effective engagement.</p>
39	Tim	<p>Tania There is no noise monitor in Keilor.</p>	<p>This issue has been raised with Airservices Australia. Melbourne Airport has no objection to an additional noise monitor being installed in Keilor, and other areas if required. It is also worth noting that research has shown that the noise contours (N-contours and ANEF forecasts) are accurate predictors of noise levels and therefore provide a good guide in the absence of monitors.”</p>
40	Tony	<p>Bruce Will there be any impact changes to the airport golf course?</p>	<p>The project does not have an impact on the golf course, other than noise impacts. The noise impacts on recreational facilities will be considered in the social impact assessment.”</p>
41	Comment only	<p>John. E The International Airline Industry in a press release on 13 May forecasts that due to the pandemic domestic travel may not recover till 2023 and international long haul aviation 2025.</p>	<p>Industry forecasts predict a medium-term recovery from COVID-19. The MDP and MP22 will include updated forecasts for the airport. We view runways as being 50-100 year assets as is the existing parallel runway which this year turned 50 and have another 50 years left in them. So, what we see now is a short-term dip in a long-term trend- and the asset is still needed for the long-term.</p>
42	Comment only	<p>Andy and air services hence aircraft don't follow air abatement procedures, you might as well not have those procedures, i have had many complaints to air services and nothing happens, even the ombudsman</p>	<p>The Ombudsman will be aware that the management of aircraft on taxiways and in the air is the responsibility of AirServices, which is why they are responsible for complaint handling in this area. Nevertheless, the Airport is absolutely committed to working with AirServices to deliver the best possible outcomes on noise issues. At the same time, the airport has an obligation to provide</p>

		<p>can't do anything and tells me to keep raising our noise issues to MA. From today's presso sounds like our concerns with noise are not important at all. we continually have noise above 80db everyday non stop prior to covid and with this runway this will be worst and sounds like MA doesn't care and will push on</p>	<p>sufficient aviation capacity to meet the needs of Melbourne's and Victoria's needs. This will mean unavoidable aircraft noise. It is the Airport's intention to use the opportunity of increased flexibility that a new runway would provide to improve noise outcomes wherever possible.</p>
43	Tony	<p>Frank Your answer did not raise specific issues why the completed health study could not be released, QSo, can we expect it to be made public on Melbourne Airport web site. It's not in the spirit of collaboration to restrict community access to completed studies about our health for a future 60 day period when many other documents need to be absorbed understood and responded to.</p>	<p>As noted in Q21, Melbourne Airport will not be releasing the health study undertaken for the east west runway draft MDP as we don't believe it's relevant any longer and we also believe it has the potential to cause confusion in the community, with the current north south work being undertaken at the moment.</p> <p>However, it is important to note, that much of the material including assumptions and studies remain relevant and have formed the basis of the work for the north-south proposal noting the changes in footprint and any associated calculations.</p> <p>Also as noted above, Melbourne Airport is committed to a process exceeding the statutory 60-day public comment period.</p>
44	Comment only	<p>Filomena Thank you Andy for confirming my issues with noise - nothing seems to be getting done!</p>	<p>Thank you for your comment, Filomena. Please see our response to Q42.</p>
45	Tony	<p>Sarah Demographers have predicted that as Melbourne's population grows, regional centres such as Geelong and Bendigo will become 'mini cities'. Regional growth has also increased significantly during Covid. Q Has any consideration been given to alternative locations that would benefit future growth areas ie Geelong?</p>	<p>Melbourne Airport was developed and opened in 1970 on the clear basis that it would be an ultimate 4 runway system that operates 24/7. Since then, the planning for Melbourne has been based on this strategic long-term decision.</p> <p>As the airport lease holder with the Commonwealth, APAM has a responsibility to meet the continued national aviation network demands, which includes the provision of new infrastructure to cater for growth.</p> <p>Responsibility for new airports rests with the Commonwealth and State Governments.</p>

46	Ron	Tania Wouldn't spreading of aircraft (ie more than one airport) help address the increase in aircraft flights and noise?	<p>Melbourne Airport was developed and opened in 1970 on the clear basis that it would be an ultimate 4 runway system that operates 24/7. Since then, the planning for Melbourne has been based on this strategic long-term decision.</p> <p>As the airport lease holder with the Commonwealth, APAM has a responsibility to meet the continued national aviation network demands, which includes the provision of new infrastructure to cater for growth.</p> <p>Responsibility for new airports rests with the Commonwealth and State Governments.</p>
47	Ron	Hannah Why will learning effects only be looked at in younger children? What is the evidence that older children's and adults' learning is not affected?	<p>There won't be any limitations on looking at the impact of younger children, however, there has been a great deal of research over the last 20 years suggests the issue is principally one for primary school aged children. Nevertheless, the social impact assessment will look at all schools and also centres for adult education such as community facility's, correctional facilities, and libraries.</p> <p><i>Refer to recording at 1:32:34 for further information</i></p>
48	Comment only	Frank (To Ron Brent) the concept to rely on more efficient is flawed and short changes people Aircraft usually have a working life of 20-25 years and New technologies have not yet been delivered. Directly community members are experts living in aircraft impacted areas, and as experts we should be given equal opportunity to advise similarly as paid consultants.	<p>Thank you for your comment, Frank.</p> <p>While new technologies have not solved the problem of aircraft noise, the level of noise from individual aircraft has reduced dramatically and new navigation technology has created new options for managing aircraft. Nevertheless, the question is correct in pointing out that this has not fixed the problem, as the increase in air traffic has been such that there is now a lot more aircraft noise from those additional and larger planes. Accordingly, it is critical that the Airport and the industry work with communities to draw on their experience and expertise to deliver the best possible outcomes. Melbourne airport is committed to this approach.</p>
49	Comment only	John. E Growth in Aviation emissions and aviation high altitude climate impact?	Climate change impacts will be part of the social impact assessment.
50	Ron/Tony DONE	John. H Does MA see Ron as its paid expert consultant being conflicted as far as him conducting a peer review of	The paid experts work for the airport but are employed to deliver a robust major development plan for presentation to the Government for approval. The MDP is

		his work on the Health and Social component of the MA Masterplan Development Plan?	not an academic publication for which peer review is an option. Instead, there is a process of public consultation and ministerial approval.
51	Tony	Darren Given the importance of the Green Wedge Area to the Airport, what consideration is being given to the Green Wedge Area viability and longevity, due to pollution impacts as a direct result of Melbourne Airport.	<p>What we look at is what are the noise and emissions from the aircraft, as impacts. In the green area to the north, the aircraft will already be at a fairly significant height (roughly 1500 -5000ft).</p> <p>The green wedge to the north and west was set aside, back in the early days for the planning of the airport. We set it aside as an area that would stay at relatively low levels of residential properties, so we could direct aircraft over that area.</p> <p>When the Commonwealth undertook a major review of the airport between 1989-90, it initially proposed shifting the new north-south runway 300m to the west of the existing one. However following community objections reflected through the representations of the [then] City of Broadmeadows, City of Keilor and Shire of Bulla the proposed location was shifted to the currently planned one of 1,310m. This was to enable simultaneous opposite direction runway operations (SODPROPs) which during periods of low traffic and under certain wind conditions planes could arrive and depart from and to the north (or west) to make the most of parallel runway operations over green wedge areas – and thereby minimise impacts over the urban communities.</p> <p>23 We're now looking to make the most of this area to send planes over this area, especially during the night time, although this will alleviate noise mostly over the greater urban area, it will impact the area of Bulla. We will need to work with that community on this matter.</p>
52	Comment only	<p>Frank to Ron</p> <p>Have a look at the plan Melbourne 2030 and commonwealth ministerial media releases 1990 announcing a process for a site for a second airport east of Melbourne had begun, the problem is that since privatisation this process appears to have stalled</p>	<p>Thank you for your comment, Frank.</p> <p>The Melbourne Plan is a relevant document, but the Airport is not (and cannot be) responsible for the development of a new airport.</p>

53	Tony	<p>Frank</p> <p>Why not have the runway MDP reviewed by PD Technologies (USA) as was the 4 runway plan 1990.</p>	<p>The MDP is a planning approval document, the MDP is reviewed and ultimately approved by the Minister.</p>
54	Tony	<p>Frank</p> <p>To Tony Brun do you do work for other airports, is so could declare them</p>	<p>Tony Brun is employed by Melbourne Airport, but has had extensive career experience in other airports and industries.</p>
55	Tony	<p>John</p> <p>Communities like North Sunshine Central Sunshine South Sunshine West Sunshine Albion and Ardeer all are expecting a Noise and Air Pollution / Emission “triple whammy” with increased air, rail and truck traffic impacts (MA expansion, Sunshine Superhub and Ravenhall Tip expansion).</p> <p>Question: How will MA consider the impacts of its contribution to noise and air pollution to the cumulative effect in these areas.</p>	<p>The MDP considers the impacts of the development of a new runway on the surrounding communities. The MDP is not able to consider the impacts of projects which are not yet underway.</p>
56	Tony	<p>Steven</p> <p>Thanks for your answer. In that case since decision maker doesn't live within affected areas.</p> <p>Q: Do the main architects of the plan live in the area and are they affected by their decisions? Not just staff but the absolute main players.</p>	<p>This question is not relevant to the operations of the airport or preparations of the MDP. Melbourne Airport supports the employment of more than 20,000 people, the majority of which live in the communities surrounding the airport.</p>
57	Tim	<p>Susan</p> <p>Has this committee reviewed studies undertaken in 2012/13? And, when will this research be undertaken.</p>	<p>Tim: Yes, a comprehensive review of information available at the time was reviewed and assessed against the new information available to the airport. This process was completed through the Planning Review and results of the assessment were shared with airlines, regulators and communities. The information gained through this process has been used to help shape the flight path development process in the MDP</p>

	Ron	<p>Note: this question and answer was added after the Q&A document was initially posted online.</p> <p>Susan has subsequently referred this question to Ron, in relation to the Health & Social assessments for the Third Runway project.</p>	<p>Ron: The 2012/13 studies were not runway specific and focussed on health and social impacts more generally. These would've been more low-level studies of the impacts of aircraft noise and unlikely to be substantial. These reports would also be quite outdated now and provide limited value and input into the MDP. Research in the space of health and social impacts on surrounding airport communities is much more progressed now and we have focussed on the current data available, to include in our research and help inform the MDP.</p>
58	Ron DONE	<p>Andrea Q Will vibrations on houses be looked at?</p> <p>My windows rattle and the house vibrates when flights go over. As mentioned Kealba has only be experiencing this, this year. This has never occurred previously.</p>	<p>Vibration impacts will be assessed in section C4 of the report and is a standard item in impact assessment of overflight. Vibrations are affected by factors such as height of overflight, type and size of aircraft and atmospheric conditions.</p>
59	Tim	<p>Robin Is the new flight path going to send more planes over Romsey?</p>	<p>Details of new flight paths and the noise associated with each flight corridor will be available through the MDP which will be available mid to late 2021.</p>
60	Tony	<p>Frank (Tony Brun) are you planning a MDP for both North/South and East/West runways?</p>	<p>Melbourne Airport will be submitting an MDP to the Minister for the approval of a NS runway. After further investigation into the EW runway, we found the NS orientation to be more optimal and that the EW would not be required for at least 30 years, therefore will only a submit an MDP for the NS orientation.</p>
61		<p>Andy Is there going to be any face to face presentations? this online thing doesn't work for a lot of people</p>	<p>Melbourne Airport's engagement will include a mix of face to face and online activities.</p> <p>We have noticed a significant increase in uptake and from a broader cross section of suburbs for our online activities, as opposed to face to face.</p>
62	Comment only	<p>Andy what a pointless preso, got nothing from this, nosie will keep being an issue, thanks</p>	<p>Thank you for your comment Andy. We encourage you to provide specific feedback on how we can improve future sessions and what content you would like to see. Please feel free to provide your feedback here.</p>
63	Comment only	<p>Virginia I would have like my question answered as it was quite important to my community thanks</p>	<p>We're sorry that your question was not addressed during the session, however, all questions will be responded to, whether they were answered during the</p>

			event or not. All Q&As will be uploaded to my.melbourneairport.com by 5pm Wednesday 2 December.
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64	Tony	<p>Question submitted after the event by Maria Good afternoon, I missed a session tonight. Hopefully other people from our community will raise the question of: Q. Why can't Avalon be used as an extra runway? I understand that Melbourne airport is closer and it's more convenient and it's better for the economy and I'm sure there is a long list of pros. But what about the people and their well-being, why are we neglected? Before the lockdown, whenever there is a plane from the runway towards our neighbourhood my newborn would wake up, every single time. In that sense, COVID lockdown was a blessing to have peace and quiet and being able to walk to Brimbank park and hear the birds, not planes. As it's all coming back, myself and my children toddler are anxious about the noise and our future with two runways facing this way. Why, or why wouldn't you just put yourselves in our shoes and see for yourselves that this is not a good decision from humane point of view? Kindly note my vote as against this runway, and I am sincerely hoping that after COVID lockdown people might have just regained the sense of what truly matters - clean air, green spaces and well-being of our loved ones. Heathrow airport had made the right choice, can Melbourne airport please put long term communities affect over short term convenience and greed? Thank you for your consideration.</p>	<p>Melbourne Airport was developed and opened in 1970 on the clear basis that it would be an ultimate 4 runway system that operates 24/7. Since then, the planning for Melbourne has been based on this strategic long-term decision.</p> <p>As the airport lease holder with the Commonwealth, APAM has a responsibility to meet the continued national aviation network demands, which includes the provision of new infrastructure to cater for growth.</p> <p>Responsibility for new airports rests with the Commonwealth and State Governments.</p>
65	Ron	<p>Questions submitted after the event by Hannah We know there are no aircraft noise regulations that specifically protect communities from aircraft noise. We also know that throughout Australia and, indeed, around the world communities are actively campaigning against the level of aircraft noise they are exposed to and the health and educational effects it has. Further, aircraft noise levels are not monitored in our suburbs, making it difficult to know whether the modelling accurately reflects noise exposure.</p>	<p>Q1. In modern society it is not possible to avoid all the impacts of aviation on communities around airports. Nevertheless, specific measures to address aviation impacts and to minimise any detrimental effects are a critical consideration in developing the proposal for the new runway. These measures include the layout and location of the new runway, the planning of flight paths to and from the airport, the management of aircraft in the sky, planning constraints on new developments around the airport, improved technologies for reducing the noise and emissions from modern jet engines, and the use of improved navigation technologies. It is important that the aviation industry should provide clear, accurate and understandable, information about the impacts of aviation</p>

		<p>Q1. Drawing on your experience as ANO and your current involvement in the aviation industry, what, if any, measures do you consider necessary to protect communities from the noise at Melbourne Airport?</p> <p>Q2. The regulatory framework around aircraft noise is based on the concept of a 'balanced approach'. Again drawing on your experience as ANO, what would you say 'balance' looks like?</p>	<p>operations, and work with communities. This will enable individuals to make better decisions about where they live and how to improve their own situation. It will also enable communities to be part of the process to deliver the best possible outcome.</p> <p>Q2. The balanced approach is an internationally agreed approach that looks at:</p> <ul style="list-style-type: none"> - Reducing noise at source (quieter aircraft) - Land use planning around airports - Operational procedures for aviation - Operating restrictions <p>In addition, in Australia the aviation sector also looks at improving information about aircraft noise, modifying operational procedures where better options are identified and working with communities to find the best approaches to aircraft noise problems.</p>
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