

QUESTIONS ASKED WITH REGISTRATION (PRE-EVENT)	ANSWER
<p>Frank</p> <p>During the course of developing the 2013 and 2018 master plans there were 29 CACG meetings each opened to the public and attended by 459 members of the public as recorded in the CACG minutes.</p> <p>1. What is Melbourne Airport’s plan for consultation for the North/South third runway proposal and in what form and will there be an equivalent number of hours of public consultation as was given for the East/West runway proposal?</p> <p>2. Will Melbourne Airport release the health study concluded for the east/west runway proposal?</p>	<p>Answer 1: Melbourne Airport has been quite active in the community since 2018 by hosting engagement opportunities or being present at community festivals and we also have an online engagement platform which allows for 24/7 access.</p> <p>We provided opportunities for the community throughout the 2018 Master Plan public exhibition period, as well as the 2019 planning review into the orientation of the third runway. This resulted in Melbourne Airport hosting 37 events, which saw 456 attendees. Melbourne Airport also attended 4 festivals, with conversations held with approximately 1900 people. In addition, we had 46,100 visits to our online engagement hub across 2018/19.</p> <p>Moving forward we recognise the challenges that this Covid environment might present us in terms of holding face to face engagement. If we are allowed to do so, we will work towards having a mix of face to face and online engagement opportunities across a broad range of communities and will also have information online to support these events, if they go ahead. Melbourne Airport will do its best to adapt to the current circumstances based on where we are at in our engagement phase.</p> <p>Answer 2: 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>Kevin</p> <p>Will there be public open space on the western boundary along Deep Creek allowing for a walking and riding path up around the airport, which would also provide access for emergency vehicles, maintenance vehicles, security vehicles, etc?</p>	<p>Answer: Our 2018 Master Plan does allocate open/green space along that area, although at the moment there are no plans to have that as a publicly accessible location. That area isn’t required for emergency access at this point either, however it is something we may consider in the future after the runway but it won’t be included as part of the third runway project.</p>

QUESTION	ANSWER
<p>Tania</p> <p>1. Does expansion of Melbourne Airport obtain priority over the protection of endangered flora and fauna that will be negatively impacted by the proposed 3rd runway, and why?</p> <p>2. If Melbourne Airport is committed to the protection of the environment, then would Melbourne Airport allow a truly independent organisation to test and assess the water quality within its boundaries periodically rather than just rely on self-assessment and report findings to the public, immediately? PFAS contamination and results have not been openly shared with communities surrounding the Airport although the impacts affect them.</p>	<p>Answer 1: We haven't received an approval for the third runway yet, but what we are doing is a great deal of assessment in relation to flora and fauna and other environmental aspects. Once we have all of that information collated we then have to put that information in to government for assessment and they will make a determination about whether the conclusions of the assessment, in terms of what's actually on the site and the proposed mitigation measures that are otherwise unavoidable, are appropriate.</p> <p>The balancing of development and environmental management is a challenging aspect and as a business we need to understand that we have a key part to play in the development of Victoria generally and to allow people to travel interstate and overseas, as needed and we are focussed on providing the best outcome in terms of environmental management and where impacts are unavoidable implement the best ways to mitigate those.</p> <p>Answer 2: In terms of water quality data being provided to the community I can confirm that we have provided information on this to our community on a number of occasions. We've also engaged with our local community downstream about PFAS levels and we've engaged with our regulator and the EPA about PFAS..</p> <p>The person who undertakes our assessment of water quality is independent and are paid for by Melbourne Airport, and those results are provided to our regulators as required. We are also providing this information to the community on a regular basis.</p> <p>We know that the EPA has undertaken water quality testing at Maribyrnong River. We also know that Melbourne Water has undertaken water quality testing in the Maribyrnong River in relation to PFAS and we know that the results that they've achieved are the same as our results. We also know that the EPA and Melbourne Water were comfortable with the quality of the consultant we used to undertake water quality monitoring.</p>

QUESTION	ANSWER
<p>Anna Following concerns expressed to the developers of Valley Lake, Keilor East about declining habitat and bird numbers, I received this response. "We have noted there has been recent community interest regarding bird life in the lake. It is important to note that one of the planning obligations on the development was to discourage bird life from the lake due to its alignment with aircraft flight paths. Development Victoria takes this issue very seriously, and as such, we do not promote bird life in this area." Can you please confirm that this request did indeed come from Melbourne Airport and will there be further wildlife restrictions when the third runway is built.</p>	<p>We can confirm that we have reviewed our records and Melbourne Airport was never referred this development by the responsible local government.</p>
<p>Louise Has there been air & noise quality studies about existing air quality with current number of runways? If so please share. What impact will this third runway have on air quality? (eg PM 1)</p>	<p>Air Quality: The airport has two air quality monitoring stations, one to the east of the airport and one to the south. Those monitoring stations have been running 24/7 for a few years now, so we have a lot of data from them. We share the data with the EPA every year and a lot of that information will be available in the Preliminary Draft Major Development Plan (pdMDP) when it's released next year, which will go into a lot of detail about what is the current air shed, air quality etc. What I can say is from the data we currently do have, we very rarely exceed air quality guidelines and when they do get exceeded at Melbourne Airport its generally because the air shed is in poor health due to bushfires or inverted weather and things like that. Occasionally we do have some dust issues on the estate from construction works but my team manage and monitor that very closely to ensure that we can deal with it quickly.</p> <p>Ground-based noise: This includes things like plane engine running or construction works for example. We get very few noise complaints probably because we're fortunate enough to be surrounded by a lot of green wedge land with the airfield itself situated in the middle of our site. But when we do receive noise complaints, we are able to address them quickly. We will have a noise management plan in place for construction noise or we may incorporate it into the environmental management plan, but I don't see ground-based noise being a significant, ongoing issue for the project.</p>

QUESTION	ANSWER
<p>Mike</p> <p>With regards to the third runway, what will be the impacts on:</p> <ol style="list-style-type: none"> 1. Wedge tail eagle at the end of the runway. 2. The platypus in the weir up to Deep Creek 	<p>Answer 1: With regards to the eagles, we think we have one maybe two pairs of eagles that are not infrequent visitors to the airfield. We think that one pair is based to the north of the airfield around Moonee Ponds Creek and we’ve certainly seen nests there, but they generally spend time around Woodlands according to the airfield staff’s observation who frequently look out for these sorts of things. The other pair seem to spend a lot of time around Deep Creek away from the airfield. We believe there will be very minimal impact, as these pairs of eagles are very smart and tend to stay well out of the way. We’ve also done some work recently to improve the airside fence around the entire airfield, so that we’ll be able to exclude rabbits more effectively which is the kind of prey that brought the eagles to the airfield in the first place.</p> <p>Answer 2: With regards to the platypus there will be a very minimal impact because most of the third runway is within the Arundel Creek catchment which is downstream of the Deep Creek Weir. Any water quality impacts, which we expect to be entirely manageable, will be limited to the Arundel Creek and the Maribyrnong River.</p>
<p>Alex</p> <p>Will the airport release the full environmental impact report(s) it has commissioned regarding the proposed expansion to the community?</p>	<p>Answer: What will be released next year is the Preliminary Draft Major Development Plan (pdMDP) document which will include a summary of all the technical reports, and all of the relevant information for assessment. A lot of the technical reports are hundreds of pages long with complex data that needs to be summarised for assessment.</p>

QUESTION

Keith

Commentary: The 3rd runway will impact the Maribyrnong local government area in two distinct ways. a. Noise: impacting existing properties from additional aircraft landing and taking off on the north/south runway. b. Air pollution: from both the increased number of aircraft flying overhead and projected increase in airport operations, impacting Maribyrnong residents south of the proposed 3rd runway. Aircraft Noise A study conducted in 2008 found that exposure to aircraft noise in residential areas is associated with an increased incidence of hypertension. Researchers have also found that dying from a heart attack was more common with increased exposure to aircraft noise. High levels of aircraft noise have also been associated with increased risks of stroke, coronary heart disease and cardiovascular disease, according to a study at Heathrow Airport in London. Another study found that schools in close proximity to Heathrow Airport were more likely to experience overheating and poor air quality due to aircraft noise, resulting in a negative impact on children's learning capabilities. Air Pollution A recently released report by the State government 'Air Pollution in the Inner West' highlighted the already poor air quality in the inner western suburbs of Maribyrnong, Hobsons Bay and Brimbank. All three municipalities will be impacted by the additional third runway. There have been a number of studies citing that air pollution from airports, in the form of Ultrafine Particulates (UFP), can cause serious health problems for people living and working within a 16km radius of an international airport. Areas adjacent to and downwind from airports within a 10km radius appear to be most affected by the pollution, with children and the elderly most impacted. See links below:
<https://www.minnpost.com/second-opinion/2014/06/airport-pollution-may-have-been-seriously-underestimated-study-suggests/>
<https://envhealthcenters.usc.edu/2019/02/ultrafine-particle-pollution-lax.html>

ANSWER

Answer 1: Keith has some concerns around the health and social impacts of the third runway on surrounding communities. This is the topic of our next event, so we'll respond to this question as part of that session.

Answer 2: Reduction of carbon footprint – Melbourne Airport has become a leader in carbon management and sustainability recently. We have a 12MW solar farm being constructed on the corner of Oaklands and Sunbury roads, near the viewing area. This will be the largest solar farm on any airport in Australia and the largest behind the meter solar farm in Australia. This will drive about 25% of our energy needs into the future which is a great outcome. That particular solar array is one of three that we currently have in place or are constructing at the airport. We have another 5MW solar array located on one of our business park tenants' property which is currently under construction and we have another smaller solar array for our water treatment plant just south of the east west runway. These are examples of how we're working proactively to reduce our carbon emissions wherever possible. Other ways we're doing this is reducing energy across the estate and making sure that the design and build of any new buildings are as sustainable as they can be and working with our operators to find ways to reduce the amount of ground service equipment on the airfield (this would include diesel powered engines or generators that are used to provide power or air conditioning to a plane when they pull up at the pier). We're also using pre-conditioned air from our terminals that we plug into the planes, so they don't have to run their engines or use the diesel-powered equipment.

Answer 2: Carbon management plan – Melbourne Airport became accredited under the Airport Carbon Accreditation Scheme approximately three years ago, and as a result of that we produced a carbon management plan. We've been effectively implementing that carbon management plan since then and based on our 2015-2016 figures our current carbon emission reduction is on track to meet what would be part of our Paris Agreement emission reduction targets. We haven't formally adopted those targets, but we're working actively within the business to reduce our carbon emissions whenever we can.

Question 1: Could you please explain how these issues will be addressed and mitigated when the 3rd runway is built and has the Air Quality Management Plan (2019) for on-site and off-site monitoring been implemented? For example: *how many 'sensitive use facilities will be affected by the 3rd runway and will funding be provided to increase noise mitigation measures in existing sensitive use facilities affected by the increase in air traffic e.g.homes, schools, childcare centres, hospitals etc. (Does this come under your jurisdiction?) *how will the increase in emissions from additional aircraft taking off and landing be mitigated - PM10, PM2.5 and the UFPs? *will the airport authority release the air quality data to the public, from the air quality monitoring stations within the airport boundary and outside the boundary, prior and post the 3rd runway construction?

Question 2 What effect will the 3rd runway have on the Melbourne Airport plans to reduce its carbon footprint and has the Carbon Management Plan been implemented? For example: *The increased traffic from the 3rd runway will require additional ground-based vehicles to service these aircraft.

Question 3 A feasibility study was planned in the MAES for diesel-powered vehicles to be substituted by electric vehicles for operational requirements, such as pushback, catering trucks, general purpose airport vehicles. Has this been completed and released to the public?

Andy

1. How does Melbourne airport plan to manage noise pollution so locals can get some sleep?

2. With the new runway path directly under Brimbank park what environmental impacts will this runway have to this beautiful park that also has the Maribyrnong river running through it?

Answer 3: MAES is the Melbourne Airport Environment Strategy, which is available on [our website](#). What we committed to within that document was to consider how we can do that, and we haven't yet committed to developing a plan, but some of the initiatives I just outlined are how we're currently addressing carbon emissions. We're still considering a number of options for reducing carbon emissions on the airfield and moving to, for example electric buses. In the current environment there's been a real push to look at hydrogen, which myself and one of the aviation planners have had discussions with a number of people who are looking at hydrogen batteries or hydrogen fuel cells to use in the aviation industry and we're continuing to engage with a number of stakeholders about that.

Answer 1: This topic will be discussed at our next event, so we'll respond to this question then, in line with all the other health and social questions.

Answer 2: Brimbank Park is south west of the estate on the other side of the Maribyrnong River and I don't think the flight path will go directly over the top of it but it may clip part of it. In terms of direct environmental impacts to Brimbank Park, those would likely be limited to noise and air. In terms of water quality and vegetation, the impact would be virtually nil, because as I said earlier most of the catchment is within Arundel Creek which goes to Maribyrnong rather than Brimbank Park. I can confirm that we work closely with Brimbank Council to address weed

	control and pest animal management between the two boundaries and we'll continue to work with them and other stakeholders to improve the environmental amenity of the estate and nearby community areas.
<p>Lyndi I notice that on your website you state that "PFAS are persistent chemicals which do not break down easily. While no conclusive evidence has been found so far of PFAS exposure causing adverse human health impacts, research in this area is ongoing." Why is that residents of Williamtown, NSW who live on PFAS contaminated soil near the Defence Base are contracting huge rates of cancer. In fact, the NSW Government told residents not to eat any meat from cattle on their property. I would say that PFAS is a deadly problem.</p>	Comment only, no response provided.
<p>Jenny I am concerned about the amount of noise and pollution that will arise from the 3rd Runway, there seems to be nothing to suggest on how the noise will be mitigated with the increased aircraft noise. The State Government has also suggested that there won't be a curfew in Victoria. There are already copious amounts of noise generated from the Aircrafts from the existing runways, but nothing to suggest how the additional noise will be mitigated. Additionally, Air Services has suggested that nothing can be done about the noise already, this is evident from the various responses I have received from them.</p>	Comment only, no response provided

QUESTIONS ASKED DURING THE EVENT VIA CHAT FUNCTION	ANSWER
<p>I'm interested in Deep Creek environs. I'd like to know more of what is planned along there. eg Who is responsible for maintaining it, improving it, will there be a path for walking and riding? etc.</p>	<p>See above response to “Kevin” with regards to open space and public access to Deep Creek. Melbourne Airport is responsible for maintaining the area. Our estate runs down to Deep Creek on the western side and then the Maribyrnong River to the south west and the management of that area falls underneath myself (Nick Walker) and my team and the key things that we manage in that space at the moment are pest, plants and animals, including artichoke4512 thistle.</p>
<p>What is the MDP?</p>	<p>Major Development Plans (MDPs) are proposals for significant developments at Melbourne Airport which are submitted to the Federal Government for approval in accordance with the requirements of the Commonwealth Airports Act 1996. More information on airport planning and regulation is available from the Department of Infrastructure and Regional Development. There is an opportunity for stakeholders and the community to comment on MDP proposals, which are advertised in the media and on my.melbourneairport.com . The Preliminary Draft MDP is the planning document the airport is required to put together for the third runway project in order to gain Government approvals.</p>
<p>My concerns are the native birdlife, how the flightpath will impact over Brimbank Park, Horseshoe Bend and other reserves which are home to a variety of species</p>	<p>Melbourne Airport’s observations of native birdlife at the airport has adapted to the presence of planes over many generations. We have a multitude of birdlife on and around the airport, particularly along the waterways to our east and west. I don’t expect to see any detrimental impact to birdlife from the third runway – the flight path offset 1.3km to the west of the existing north-south runway, and any birdlife in the area are already familiar with any potential impacts from aircraft (and other human impacts) in their habitat.</p>
<p>What are the timelines associated with completion of the Cultural Heritage plan? That's fantastic that the Wurundjeri Elders are all on board. I'm in contact with Aunty Di regularly!</p>	<p>We have already completed what is known as the ‘Standard Assessment’. This is where our archaeologists walk the site with the Wurundjeri to work out where to undertake the ‘Complex Assessment’ works. The Complex Assessment is underway now with our archaeologists and the Wurundjeri and involves excavation and test pitting across a matrix to identify cultural significance and artifacts. Once the complex assessment is complete, we will prepare a Cultural Heritage Management Plan. This must be completed prior to the commencement of earthworks in those locations.</p>

QUESTION	ANSWER
Do you have a specialist Fauna and Flora specialist that will be advising regarding the impact on the Indigenous species and Native Flora in this area?	Yes, we do. We use a specialist ecology firm called Biosis who assist us with both ecology and heritage. They have been working at the airport for several years and are very familiar with the flora and fauna species we have and their identification, including threatened native species.
Can I get a printed copy of the cultural and historic heritage studies?	Information relating to the studies will be included in the MDP, which will be available for the community to look at when it goes on public exhibition. This is the time for the community to read the planning document and make a submission on the project.
How significant is the PFAS contamination and do you already have a plan for where the contaminated soil can be dumped given the EPA changes since Westgate Tunnel?	<p>Over a great majority of the airport, PFAS contamination is very, very low. There are some locations associated with legacy, Airservices Australia (the Commonwealth authority is responsible for aviation firefighting and airspace/flight path management), fire training and use in aviation hangars where the contamination is higher.</p> <p>Melbourne Airport has a very good understanding of the location of PFAS on the estate and has very effective risk and environmental management processes to minimise any impacts during construction. Because the levels in the soil are generally low, we expect to re-use most of the soil on site. The much smaller amount of soils with higher levels of PFAS (generally around fire training areas) will either be thermally treated off-site to remove the chemical or placed in a lined cell on the airport estate to prevent any further contamination. The exact management of these soils will be determined following detailed design and the completion of a project specific PFAS Management Strategy that must be approved by our regulators.</p>

QUESTION	ANSWER
<p>I'm really concerned about how the PFAS is going to be managed and how it will be cleaned and where it will end up etc? Please adviseWe don't want anything like what is being planned in regard to the West Gate Tunnel to be dumped in Bacchus Marsh/Bulla....</p>	<p>Over a great majority of the airport, PFAS contamination is very, very low. There are some locations associated with legacy fire training and use in aviation hangars where the contamination is higher. Melbourne Airport has a very good understanding of the location of PFAS on the estate and has very effective risk and environmental management processes to minimise any impacts during construction. Because the levels in the soil are generally low, we expect to re-use most of the soil on site. The much smaller amount of soils with higher levels of PFAS (generally around fire training areas) will either be thermally treated off-site to remove the chemical or placed in a lined cell on the airport estate to prevent any further contamination. The exact management of these soils will be determined following detailed design and the completion of a project specific PFAS Management Strategy that must be approved by our regulators.</p>
<p>During construction I would assume there will be plenty of PFAS contaminated soil, where would all this be going?</p>	<p>Over a great majority of the airport, PFAS contamination is very, very low. There are some locations associated with legacy fire training and use in aviation hangars where the contamination is higher. Melbourne Airport has a very good understanding of the location of PFAS on the estate and has very effective risk and environmental management processes to minimise any impacts during construction. Because the levels in the soil are generally low, we expect to re-use most of the soil on site. The much smaller amount of soils with higher levels of PFAS (generally around fire training areas) will either be thermally treated off-site to remove the chemical or placed in a lined cell on the airport estate to prevent any further contamination. The exact management of these soils will be determined following detailed design and the completion of a project specific PFAS Management Strategy that must be approved by our regulators.</p>

QUESTION	ANSWER
<p>Is it not more likely airport operations rather than Scottish pastoralism has driven away wildlife such as the legless lizard?</p>	<p>Perhaps surprisingly, airport operations have resulted in a number of threatened species and ecological communities surviving on the airport estate. These include Natural Temperate Grassland of the Victorian Volcanic Plain, growling grass frog and golden sun moth. These species have survived because of the way the airfield and broader estate is managed (no cropping or tilling of soil etc). Our view is that previous land use that includes tilling (likely both by early European settlers and prior to the site being used as an airport) has removed potential habitat for the striped legless lizard (which lives in cracks in the soil surface). More information about this will be in the Ecology Chapter of the Preliminary Draft Major Development Plan .</p>
<p>What will you be doing to ensure PFAS is not impacting the river system and waterways as it has in the past with Deep Creek and Arundel Creek showing unhealthy levels of PFAS?</p>	<p>Refer above to PFAS response, + a stormwater management plan and erosion and sediment control plan must also be prepared and approved by the regulator prior to the commencement of earthworks.</p>
<p>Will there be an independent, unbiased review by relevant experts to ensure the environmental assessment is robust and accurate?</p>	<p>Yes. All documents will be reviewed by experts in the Commonwealth Department of Environment, Commonwealth Department of Infrastructure and their Victorian government equivalents. The information will also be available to the public in the Preliminary Draft Major Development Plan document next year.</p>
<p>What level particulate matter will be measured related to air quality? What's the difference between the Commonwealth regulator and the State regulator and standards? Thank you</p>	<p>Melbourne Airport is modelling PM10 and PM2.5 emissions against all the relevant Victorian and Australian legislation. Our modelling approach has been endorsed by the Victorian EPA. We will also model a subset of hydrocarbons called VOCs (Volatile Organic Compounds), which covers the most hazardous substances in air such as benzene, formaldehyde, etc. These emissions all come from fuel combustion: from road traffic and aircraft, etc.</p>
<p>The golf course in Operations road has a lot of birdlife. How will it be impacted by the project</p>	<p>Melbourne Airport’s observations of native birdlife at the airport is that they have adapted to the presence of planes over many generations. We have a multitude of birdlife on and around the airport, particularly along the waterways to our east and west. I don’t expect to see any detrimental impact to birdlife from the third runway – the flight path offset 1.3km to the west of the existing north-south runway, and any birdlife in the area are already familiar with any potential impacts from aircraft (and other human impacts) in their habitat.</p>

QUESTION	ANSWER
What is an ISCA assessment?	The Infrastructure Sustainability Council of Australia (ISCA) rating scheme is an accreditation process for evaluating sustainability across the planning, design, construction and operational phases of infrastructure programs, projects, networks and assets.
I'm concerned at the amount of noise that's affecting residents in St Albans.	Thank you for sharing your concerns with us. This topic will be discussed at our next event. We'll focus on this at the next event to be answered then in line with all the other health and social questions.
measurement of kerosene fumes over Keilor	We will model a subset of hydrocarbons called VOCs (Volatile Organic Compounds): which covers the most hazardous substances in air such as benzene, formaldehyde, etc. These emissions all come from fuel combustion: from road traffic and aircraft, etc.
Are market gardens safe to use water from river for irrigation of crops and farming?	Please refer to the EPA's advice on the use of river water for the irrigation of crops - https://www.epa.vic.gov.au/pfas/
The environmental studies have identified endangered Species, if their populations are reduced how will this impact on runway use and development	<p>We haven't received an approval for the third runway yet, but what we are doing is a great deal of assessment in relation to flora and fauna and other environmental aspects. Once we have all of that information collated we then have to put that information in to government for assessment and they will make a determination about whether the conclusions of the assessment, in terms of what's actually on the site and the proposed mitigation measures that are otherwise unavoidable, are appropriate.</p> <p>The balancing of development and environmental management is a challenging aspect and as a business we need to understand that we have a key part to play in the development of Victoria generally and to allow people to travel interstate and overseas, as needed and we are focussed on providing the best outcome in terms of environmental management and where impacts are unavoidable implement the best ways to mitigate those.</p>
Is it possible to get the written responses to each of these questions in the interests of transparency?	Answers to all questions whether they were answered or not during the live session will be available on my.melbourneairport.com by 5pm on Friday, October 16.

QUESTION	ANSWER
<p>When are we going to hear concrete information and evidence on impacts of environmental noise on humans as well as other species?</p>	<p>Thank you for sharing your concerns with us. This topic will be discussed at our next event, which we'll talk about in more detail later. We'll discuss this question at our next event to be answered then in line with all the other health and social questions.</p>
<p>What will be the process for engagement with communities not directly adjacent to the airport, affected by air traffic on flight paths leading to the new runway</p>	<p>Melbourne Airport believes online engagement provides us with the best ability to reach a broad audience, especially those communities located further away. We are currently investigating how we will provide the best online experience for communities in the lead-up to and during public exhibition of the third runway Preliminary Draft Major Development Plan.</p> <p>Melbourne Airport will also undertake an extensive engagement program with local councils and invite any interested community groups to get in touch with us for a presentation. As always, our community engagement team is available to speak with anyone who would like to share concerns, suggestions or raise questions. They can be contacted on phone and email. To find their contact details, go to my.melbourneairport.com</p>
<p>The EPA is not an independent body, it's a government body, isn't that conflict of interest?</p>	<p>The EPA is a Victorian Government agency. Melbourne Airport is regulated under Commonwealth legislation and has a Commonwealth regulator. The airport works closely with all state and federal departments and all levels of government.</p>
<p>Nick mentioned in his introduction that the airport had consulted with the Wurundjeri and they have agreed to a process, why has this courtesy not been extended to the surrounding communities to agree on a consultative process</p>	<p>The Wurundjeri are engaged to help facilitate the Cultural Heritage Management Plan. As the Registered Aboriginal Party for the airport estate, the process is led by the Wurundjeri as outlined in the Victorian Aboriginal Heritage Act 2006.</p> <p>Melbourne Airport welcomes feedback from the community on how we can provide better community engagement activities and the types of engagement opportunities. We will consider these as we plan our engagement program going forward.</p> <p>Melbourne Airport's community engagement is not necessarily project dependent and people can communicate with us all the time - outside of project consultation.</p> <p>To provide feedback on the types of activities you would like to see, email community@melair.com.au</p>

QUESTION	ANSWER
<p>Sorry teams / voice cut out earlier. What month/year does M3R construction works expected to commence and be completed (rough timing only)?</p>	<p>COVID-19 has certainly had an impact on our business and on the planning for the third runway. Prior to COVID we were confident that a third runway would be operational by the end of 2025. We have now revised that and believe the earliest we can deliver the third runway is 2026 – with construction starting three to four years before that.</p> <p>For now, Melbourne Airport is focused on obtaining approval for the third runway project and will continue to keep the community updated with construction timelines, should we receive approval.</p>
<p>Water quality reports were presented to Airport environment committee but committee has not met for many years. what happened?</p>	<p>Melbourne Airport has two community consultation groups that we share information with on a regular basis – the Planning Coordination Forum (PCF) and the Community Aviation Consultation Group (CACG).</p> <p>Melbourne Airport appreciates your feedback regarding the water quality reports and will include these to be discussed in the CACG forum.</p>
<p>Does the water treatment wetland in Airport Drive east of Link Road on north side belong to Melbourne Airport and will it ever be opened to the public as a recreation area?</p>	<p>Yes. This award-winning water quality treatment and re-use facility is on airport land and has made a significant difference to our water quality discharges into Steele Creek North. A similar system will be installed at the bottom of Arundel Creek on airport land to improve water quality from the Arundel Creek catchment as part of the third runway project. Unfortunately, the facility is not appropriate for public access, but there are walking paths to the immediate west of it from Sharps Road, along Airport Drive that are publicly accessible.</p>
<p>What PM levels are being monitored? eg: PM1? PM2.5 or PM10? Thank you for alerting me to where the document will be. I appreciate this.</p>	<p>Melbourne Airport is modelling PM10 and PM2.5 emissions against all the relevant Victorian and Australian legislation. Our modelling approach has been endorsed by the Victorian EPA. We will also model a subset of hydrocarbons called VOCs (Volatile Organic Compounds), which covers the most hazardous substances in air such as benzene, formaldehyde, etc. These emissions all come from fuel combustion: from road traffic and aircraft, etc.</p>

QUESTION	ANSWER
Is the southern air monitor positioned just inside Brimbank Park gate near corner of power terminal station?	No. It is immediately south of the existing north-south runway.
why are noise issues not related to the airport when its the airport thats creating it? Who governs Air Services?? And what relationship does the airport have with airport services?	As an airport operator, Melbourne Airport is aware that a growing airport means more aircraft movements and an increase in noise. Melbourne Airport has a responsibility to help manage aircraft noise and works closely with Airservices Australia (Airservices). However, it is Airservices Australia that handles complaints that arise from aircraft noise. You can find out more about Airservices Australia and their role here: https://www.airservicesaustralia.com/
No voice	Comment
Will AirServices be providing public sessions on noise abatement and regulatory frameworks how they will work given the proposed flightpath will have a huge impact on people /environment across Brimbank?	Melbourne Airport will be undertaking community engagement on airspace design and the health and social impacts and benefits of the third runway project. We will be holding two further sessions this year to discuss those topics, as well as further activities next year on those subjects.
What will be the process of engaging each of the Councils covering the area including Moonee Valley following the release of the Master Plan document? (including the Planning & Sustainability Officers in each Council)	Melbourne Airport will undertake an extensive engagement program with local councils. We anticipate starting that engagement program early in the new year. Typically, we meet with council planners and/or councillors, however, we are happy to request including sustainability in these sessions.
Brimbank Park is our only open air escape in the neighbourhood. How are we meant to enjoy special time with our families at the park with the additional noise generated?	How individuals choose to use open space is a matter for individuals to evaluate for themselves. However, aircraft fly over vast amounts of open space today and that open space is enjoyed by individuals on a daily basis.
Thank you to all the team from Melbourne Airport for all your efforts!	Thank you. We appreciate you joining in.
Wow! A translation hub! That's great!!! This is the first time I've actually seen this!	Thank you for your feedback.
Why not provide us with the studies and data and let us decide if it's too confusing?	Studies undertaken in relation to the east-west runway are no longer relevant in planning for the third runway in a north-south orientation. Releasing studies relating to a project that is not proceeding at the same releasing information regarding an active project will cause confusion in the community. Melbourne Airport is committed to ensuring communities have access to clear and concise information and does not intend to confuse the community with irrelevant information.

QUESTIONS ASKED AFTER THE EVENT VIA EMAIL	ANSWER
<p>Via Hannah What are the environmental obligations of the airport, where are they spelled out, and how can we assess whether they are being met?</p>	<ul style="list-style-type: none"> • Melbourne Airport’s environmental obligations include both commonwealth and state legislation. Primary legislation is the Airports (Environment Protection) Regulation 1996 and the Environment Protection Biodiversity Conservation Act 1999. • Airport environmental management obligations are documented here: https://www.infrastructure.gov.au/aviation/airport/planning/airport-environmental-management/index.aspx, and within the Melbourne Airport Master Plan, here: https://my.melbourneairport.com/masterplan(section 3.2). • The APAC Annual report provides a section of Environmental Management that outlines some of the airports programs in the most recent financial year. These can be found at: https://www.melbourneairport.com.au/Corporate/About-us/Corporate-Information/Annual-reports.
<p>Via Hannah When and how did PFAS escape the estate? Was is a discreet event or events, or more of a slow undetected leaching?</p>	<p>PFAS is a legacy issue on the estate, which has occurred over many decades primarily due to the use of fire-fighting foams by Airservices Australia and its predecessors. It has been slowly leeching over that time.</p> <p>PFAS is a chemical that was used in aviation firefighting foams, primarily by the on-site firefighting services (Airservices and their predecessors). It was used extensively for training in a number of locations and in high volumes. PFAS is highly mobile in water and moves off the estate (primarily) in surface water. It is no longer used by Airservices and any other tenants using it are working with Melbourne Airport to remove it from their systems.</p>

QUESTION	ANSWER
<p>Via Hannah Who paid for the clean-up?</p>	<p>Melbourne Airport has paid for and implemented a number of measures to help reduce and prevent PFAS leaving the estate. This includes investment in 2 water treatment plants; a soil storage area; water studies and waterway and dam remediation work.</p> <p>As far as Melbourne Airport is aware there has been no clean-up outside of the airport estate. Please contact the EPA for further clarification.</p> <p>What Melbourne Airport has implemented on the estate contributes to reducing the amount of PFAS in the waterways that surround the estate. PFAS is an issue Melbourne Airport will need to continually monitor and address on the estate.</p>
<p>Via Hannah How are the health studies for the east/west runway no longer relevant, and what is or might be confusing about them? Health effects are not dependent on points of the compass and residents of Hume are not, as far as we are aware, physiologically different to residents of Brimbank or Bulla. If these studies are not relevant does that mean the east/west runway is no longer planned for any time in the future?</p>	<p>The material for the east west runway health and social assessment was not complete, therefore not finalised. We are now undertaking an updated study for the north/south runway which utilises some of that work, but updates it and slightly changes it due to the orientation change and different impacts. This information will form part of the Preliminary Draft Major Development Plan that will be on exhibition next year. A future east-west runway is part of Melbourne Airport’s ultimate plan for four runways. However, as communicated previously the east-west runway will not be needed for 20+ years. When that runway is required it will need to go through the same planning requirements we are now undertaking for the north-south runway and health and social assessments will be undertaken for the east-west at that time.</p>
<p>Via Hannah Will anyone speak to the community about likely impacts on traffic flow to and from the airport, and the impacts that will have on air quality, noise levels, commute times, and amenity?</p>	<p>Ground transport will be addressed in the 2022 Master Plan and the Third Runway Preliminary Draft Major Development Plan. However, if we receive interest from the community on this subject, we are more than happy to look at including it in the engagement activities going forward.</p>

QUESTION	ANSWER
Via Hannah Why are social and health impacts being dealt with together, while environment was given a session of its own? Can we be presented with the findings of the previous health study?	The social and health session is designed to give people a general understanding of the work being undertaken. It will help the community develop a greater understanding of what is included and what is not included in the Preliminary Draft Major Development Plan. The session will also be two hours, compared with the environment session which was one hour. The session will then help us to identify further engagement opportunities and narrow down themes of community interest.
Via Hannah Can the legends on the slide presentation be made clearer?	This has been noted.
Via Hannah People were not very happy with the overall quality – difficult to hear Nick, slides hard to read, sound kept cutting out, character limit on questions. Can the legends on the slides be made clearer, and the character limit on questions be lifted?	Noted. However, the session was recorded and the slides uploaded following the event.
Via Hannah How is APAM verifying that participants are local and affected by airport operations?	Melbourne Airport's community engagement activities are for anyone who has an interest in the airport and/or an interest in the third runway project.