

From: [REDACTED]@melair.com.au> s47F
Sent: Thursday, 4 July 2019 9:10 AM
To: [REDACTED]
Cc: [REDACTED]
Subject: third runway follow-up
Attachments: four-runway_config.jpg; 3rd-Runway-M6X3-QuarterPage-Ad.pdf; DL to households.pdf

Dear CACG Members,

Thanks so much for coming in to chat more about the third runway and Melbourne Airport's announcement last week.

A few members requested a soft copy of the 4-runway map to distribute among their community.

I've also included the link to the third runway page on my.melbourneairport.com:

<https://my.melbourneairport.com/third-runway>

It is through the link above that people can register to attend a workshop or make comment or ask questions.

From next week, Melbourne Airport will distribute an information postcard (attached) to 300,000 homes that surround the airport. We will also have ads (attached) in 9 local community newspapers.

Please feel free to send any of the attached information to your networks.

If you have any questions please get in touch.

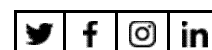
Cheers, [REDACTED]

[REDACTED]
s47F Community Engagement Advisor |

[REDACTED]
[REDACTED]@melair.com.au

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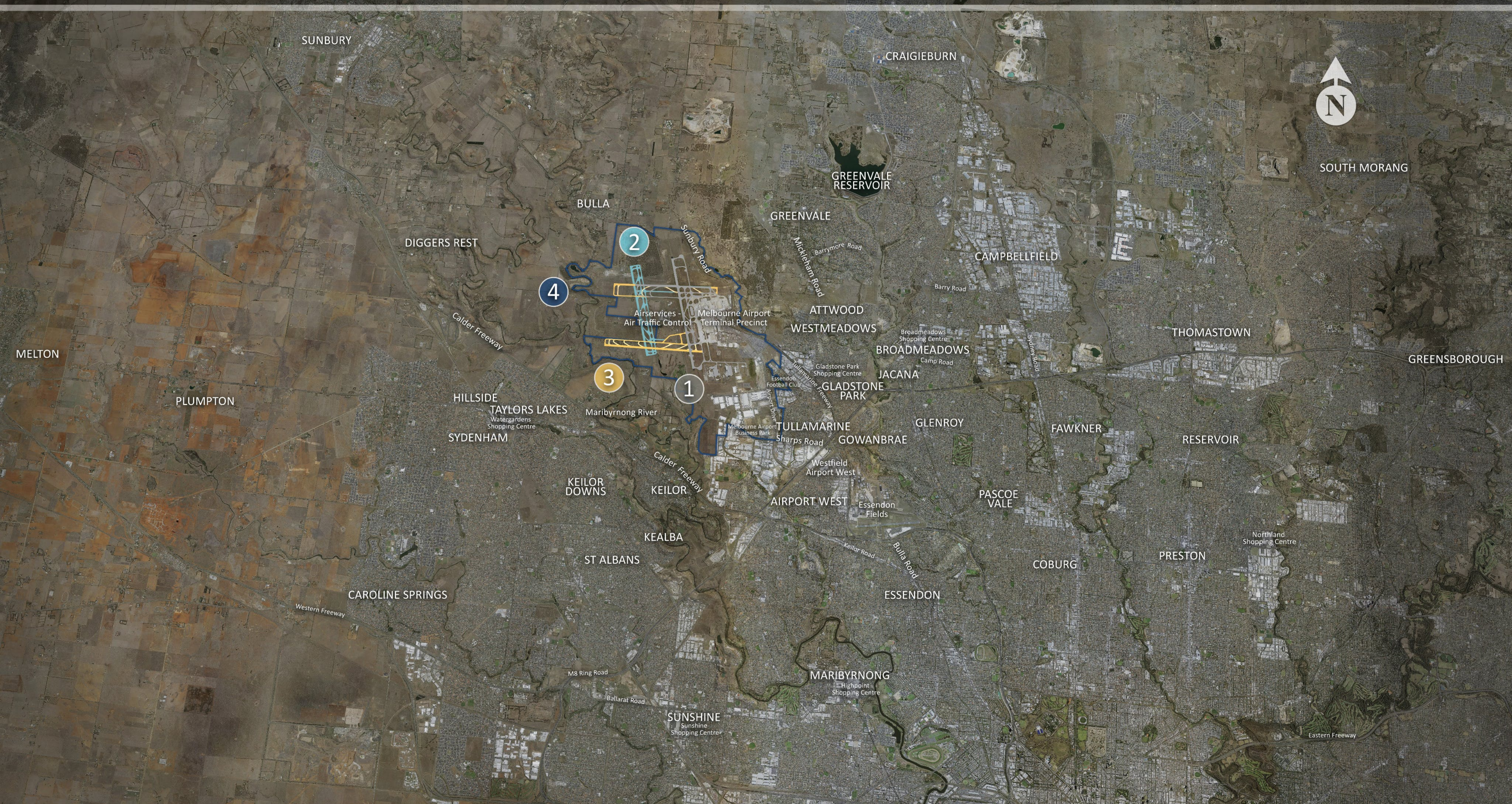
www.melbourneairport.com.au

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For information about the 2018 Master Plan and other projects, please visit

www.my.melbourneairport.com



① Existing north-south runway

② Proposed north-south runway

③ Proposed east-west runway
Proposed extension to existing east-west runway

④ Melbourne Airport boundary

MELBOURNE AIRPORT

Melbourne Airport's third runway



Melbourne Airport is a vital piece of transport infrastructure and Victoria's gateway to the rest of the world. The development of a third runway is critical to cater for forecast growth.

In 2013 Melbourne Airport announced that the east west runway would be the next runway constructed as part of a future four runway system.

Melbourne Airport has been undertaking a review of that decision and the findings of that work suggests it needs to be reconsidered.

Our public consultation will help us to gather feedback and identify key issues as we progress to our final decision.

Further information is available on my.melbourneairport.com where you can also ask questions and provide feedback about the project.

We will also conduct a series of workshops in our local communities

July 16	Keilor
July 18	Sunshine
July 20	Dallas
July 20	Gladstone Park
July 23	Sunbury
July 23	Melton
July 25	Footscray
July 25	Altona
July 30	Greenvale
July 30	Fawkner
August 1	Gisborne
August 3	Taylors Lakes
August 6	Cragieburn
August 6	Thomastown

To attend a workshop you must register via my.melbourneairport.com or via +61 3 9297 1597

MELBOURNE AIRPORT

Melbourne Airport's third runway



Melbourne Airport is a vital piece of transport infrastructure and Victoria's gateway to the rest of the world. The development of a third runway is critical to cater for forecast growth, which will deliver economic and employment benefits over the coming decades.

In 2013 Melbourne Airport announced that the east west runway would be the next runway constructed (third runway) as part of a future four runway system.

Melbourne Airport has been undertaking a review of that decision and the findings of that work suggest that it needs to be reconsidered. This will be done through a period of consultation with industry, government and regulators.

It is critical to us that our communities are part of that discussion. Our public consultation will help us to gather feedback and identify key issues as we progress to our final decision.

Further information is available is on **my.melbourneairport.com** where you can also ask questions and provide feedback about the project.

Local community workshop details

Tuesday July 16	Keilor
Thursday July 18	Sunshine
Saturday July 20	Dallas
Saturday July 20	Gladstone Park
Tuesday July 23	Sunbury
Tuesday July 23	Melton
Thursday July 25	Footscray
Thursday July 25	Altona
Tuesday July 30	Greenvale
Tuesday July 30	Fawkner
Thursday August 1	Gisborne
Saturday August 3	Taylors Lakes
Tuesday August 6	Cragieburn
Tuesday August 6	Thomastown

To attend a workshop and for further details you must register via **my.melbourneairport.com** or **+61 3 9297 1597**

MELBOURNE AIRPORT

From: [REDACTED]@melair.com.au>
Sent: Monday, 8 July 2019 5:09 PM
To: REDMOND Ann; WOLFE Jim
Cc: [REDACTED]
Subject: Melbourne Airport - Runway Development Program - Planning Review
Attachments: 2019.07.08 - Dr Steven Kennedy DITCRD.pdf

Follow Up Flag: Follow up
Flag Status: Flagged

Hi Ann & Jim,

I have attached for your reference a letter from our CEO, Lyell Strambie to the Secretary confirming details of the update on the RDP Planning Review.

As per our previous briefing with you, our intent is to undertake a detailed engagement program with yourselves, Airservices and CASA and also a concurrent engagement process with the airlines. The aim of these processes is to validate our preliminary findings with respect to runway availability and capacity. This will enable us to make a final decision on runway orientation and timing by December. We remain committed to delivering the runway by 2025 and being operational before Western Sydney is developed. As per our discussions, we would greatly appreciate DITCRD facilitating/hosting the discussion with yourselves, Airservices and CASA. We will provide all the required material, data and anything else required to help progress the discussions. We expect the initial phase of this group to be 3 to 5 months, and once we make a determination, there will be ongoing engagement in terms of the planning, approvals and ultimately airspace design and implementation as we near delivery.

In terms of community engagement, we can give you comfort that while we have already had extensive engagement with Commonwealth, State and local elected representatives, we are now about to embark on significant community engagement. This community engagement will see a letter drop to approximately 300,000 households in addition to holding a series of community workshops. The purpose of the workshops to explain the new information and hear directly from the community about any issues or concerns that they may have. This information will be valuable in assisting us develop our approval documents, including the MDP, and help ensure we are able to pre-emptively address matters from the community.

We would like to commence these discussions as soon as practical, and would appreciate your assistance in setting up a regular time for these to occur. If you could come back to me with suggested suitable timeframes, that would be greatly appreciated.

If you have any queries or concerns at all, please feel to contact me at any time.

Regards,

[REDACTED]
 Head of Planning | Strategy & Development

[REDACTED]
[\[REDACTED\]@melair.com.au](mailto:[REDACTED]@melair.com.au)

A [REDACTED] Locked Bag 16, Tullamarine, VIC 3043

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MELBOURNE AIRPORT

Monday, 8 July 2019

Dr Steven Kennedy
Secretary
Department of Infrastructure, Transport, Cities & Regional Development
GPO Box 594
CANBERRA ACT 2601

Dear Dr Kennedy,



MELBOURNE AIRPORT'S THIRD RUNWAY

Thank you for your time on 20 May 2019 to discuss Melbourne Airport's third runway and the recent planning review. I wanted to confirm our recent discussions, and provide you with some more detail on our proposed next steps.

Planning review findings

The plans for Melbourne Airport have always included four runways. In 1990 the Federal Airports Corporation published a strategic preference for the system to feature two parallel runway systems in a configuration now referred to as the 'hashtag'. In 2013, Melbourne Airport selected the East West runway as the next runway to be built in the system. At the time, the availability data indicated that this runway would deliver the best capacity increase at the right cost.

As we discussed, in November 2018 Melbourne Airport announced a pause to the preparation of the Major Development Plan for the East West runway to update analysis and undertake further due diligence on the project. Since that time, Melbourne Airport has been considering the cumulative impacts of a number of regulatory, technology and other changes on the East West runway in comparison to the alternative North South runway.

The findings of the recent planning review are that a North South runway would now provide superior availability to the proposed East West runway. At a high level the headline availability figure of the EW has dropped from 95% to 83%. And this is for a number of reasons:

- Updated windshear and turbulence guidance (June 2018) is likely to lead to an even more conservative application of the nomination criteria, which in itself was not critical, but what triggered this review.
- New weather monitoring technology and better airfield operating data has helped us better understand how Airservices Air Traffic Control manages which runways are used, and this has highlighted that there are issues that particularly effect our morning peak period.
- The industry had anticipated the relaxation of cross winds tolerances based on improvements in aircraft technology, however, if anything, a more conservative approach is likely with 'acceptable' gust intensity as low as 15 knots.

What this means is that our initial understanding of when the fourth runway (North South) would have been required to complete the hashtag has shifted significantly. This change is largely due to the number of peak morning periods in which the airport would be in single runway operations under a parallel East West system. Though it would cost more initially to build a North South runway, the need to complete the four runway system much earlier than anticipated under an East West scenario, means the North South runway would be a more efficient investment in the medium term.

Next steps

As discussed, Melbourne Airport now believes that we need to reconsider the 2013 decision. We have not made a decision to change, but we have done some initial work which we now need to validate with a number of stakeholders, including your organisation. We will also be discussing this with the broader community. We want to be transparent and open about this process.

s47F

[REDACTED], Head of Master Planning, from Melbourne Airport will be in touch with your office to arrange a time to meet with your team and provide a more detailed briefing on this review, as well as set up the process needed to validate this data. We aim to have this process completed by the end of the year.

Again, thank you for your time last week and your ongoing supporting over coming months as we progress towards a final orientation decision. Our focus remains on ensuring that we build the right infrastructure, at the right time and one which is supported by our key commercial partners and regulators and serving the long term interests of passengers, communities and our host state

Please feel free to get in touch with me if you have any further questions.

Regards,

s47F

Lyell Strambi

Chief Executive Officer

[REDACTED]

From: [REDACTED]@melair.com.au> s47F
Sent: Thursday, 27 June 2019 7:59 PM
To: [REDACTED]
Cc: [REDACTED]
Subject: RE: CACG briefing
Attachments: ANEF Fact Sheet FINAL.pdf; Economic Contribution Fact Sheet FINAL.pdf; Key messages for external.pdf; Media release - Melbourne Airport announces review of runway proposal - 27 June 2019 - Embargoed.pdf

Dear CACG members,

Following on from [REDACTED] email earlier today – I wanted to send you some more information regarding the third runway announcement this evening.

There has been media coverage of the announcement this evening on Ch9 and online at the Herald Sun, The Age and The Brimbank StarWeekly.

I have attached for your information:

- Media release
- Key messages for use with constituents and stakeholders
- ANEF fact sheet
- Economic contribution fact sheet

I have also set aside some time early next week for you all to come in and meet with me and [REDACTED] (Head of Planning – Major Projects), so we can run you through the announcement in more detail and to answer your questions.

Please let me know ASAP which session you would like to attend:

Monday, July 1 – 8.30am-10am

Wednesday, July 3 – 4pm-5.30pm

To help facilitate conversations with the community we will soon embark on an intensive engagement program.

A feature of this will be a series of community workshops that will help us to gather feedback and identify issues that are important to the community as we progress with our planning of a third runway.

If you would like to attend a workshop as a representative of CACG, please let me know which one you would like to attend.

I would encourage you to have a look at my.melbourneairport.com and register on that site, so you can have a look at the information we are providing the community and you will see the comments being made.

As always, if you have any questions, please don't hesitate to get in touch.

I look forward to seeing you all next week.

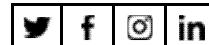
Cheers, [REDACTED]

[REDACTED]
Community Engagement Advisor |

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From: [REDACTED]@melair.com.au>

Sent: Thursday, 27 June 2019 11:15 AM

To: [REDACTED]

s47F

Subject: CACG briefing

Dear CACG members,

Tomorrow Melbourne Airport will be making an announcement about the third runway. We wanted to give you a briefing about this announcement prior to its release.

In order to this we have set up a teleconference for **4pm this afternoon**.

To join:

Phone: 1-800-761-203 Australia Toll Free

Meeting number (access code): 573 120 931

In addition to this, we will make some times available next week for interested members to come in and discuss in more detail and ask any questions. [REDACTED] will circulate these times tomorrow.

Kind regards,
[REDACTED]

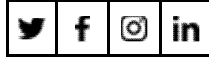
[REDACTED] s47F

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Australian Noise Exposure Forecast

The ***Airports Act 1996*** requires that each airport Master Plan include an Australian Noise Exposure Forecast (ANEF) to determine likely noise exposure around the airport.

This system has been used by airports for over 30 years as the primary measure of aircraft noise in and around airports. The ANEF takes into account the expected number of movements, types of aircraft and their noise and performance characteristics, flight paths and the distribution of traffic by time period of arrivals and departures.

Measurement of Noise

A new ANEF was produced in the preparation of the 2018 Preliminary Draft Master Plan for Melbourne Airport and the Runway Development Program Major Development Plan (RDP MDP).

The 2018 ANEF is a long-range ANEF comprised of four Australian Noise Exposure Concepts (ANECs):

- ANEC 1 – Existing two runway system with 2043 demand
- ANEC 2 & 5 – Three runway system with 2043 demand
- ANEC 4 – Four runway system with 2048 demand

A change to the rules that apply to operating parallel runways in Australia is anticipated within the foreseeable future. These rules are based on proposals currently before the International Civil Aviation Organisation (ICAO). In general, the updated ruleset will permit greater flexibility in the airspace design allowing noise impacts to be further reduced. To take this into account, the three runway system ANECs (2 and 5) determine the noise impact based on two sets of rules, current and updated.

Long term Noise Monitoring

The 2013 Master Plan for Melbourne Airport included an ultimate capacity ANEF. Capacity studies undertaken since 2013 indicate that the three and four runway systems have greater capacity than was assumed in the 2013 Master Plan for Melbourne Airport. Recognising that the ultimate capacity of the four runway system is not anticipated to be realised until a time beyond 2048, the 2018 Preliminary Draft Master Plan for Melbourne Airport has adopted a long-range ANEF covering 30 years.

Each update to the ANEF requires a refresh of the inputs and assumptions used to calculate the noise footprint. The main variables include weather, aircraft type, aircraft schedules, indicative flight corridors, airline operations and air traffic control procedures. Changes in the inputs and assumptions can influence the noise contours, with the noise contours retracting in some areas and increasing in other areas. Based on updated air traffic control procedures, the 2018 ANEF has a more balanced use of the east-west runways compared to the 2013 ANEF.

Noise Contours

The area captured by the ANEF contours 20 and above has increased 26 percent growing 32km² to 156km². Much of this growth is predicted in the Green Wedge Zone north and west of the airport.

Together there are 13,848 dwellings and 76 public buildings within the ANEF 20 contour by 2048. The number of dwellings estimated within the ANEF 20 has marginally increased from the 2013 Master Plan ANEF (13,686 dwellings) and by 13 percent from the 2003 Melbourne Airport Environmental Overlay (15,943 dwellings).



FIGURE 9-5: COMPARISON OF THE 2013, 2018 ANEF 20 CONTOUR AND THE 2003 (MAEO) SCHEDULE 2



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Melbourne Airport: Economic Contribution

Melbourne Airport makes a significant contribution to the Victorian and Australian economies. As a key driver of tourism and trade-based industries that supports jobs and creates economic growth, Melbourne Airport plays an important role in the lives of Victorians through job creation, and connects them with other parts of Australia and the rest of the world.

Economic activity

In 2015-16 the economic activity of businesses operating within the airport precinct contributed \$7 billion to the Victorian economy. Melbourne Airport is also a driver of economic growth across Victoria and the rest of Australia, contributing to \$20.7 billion of economic activity across Australia in 2015-16, including \$17.6 billion in Victoria. This accounted for almost seven per cent of Victoria's total economic activity.

A typical daily international flight contributes \$109.1 million to the Victorian economy and supports more than 1000 jobs per annum. A typical daily domestic service used by interstate visitors adds \$16.2 million to the state's economy. As Melbourne Airport continues to grow, so will the economic activity that it generates. By 2037-38 economic activity on the Melbourne Airport precinct is expected to increase from \$7 billion to over \$12 billion.

Employment

The airport precinct is an anchor employer that directly supports more than 20,600 full-time equivalent (FTE) jobs. It is an important employment hub for the local community, with nearly two-thirds of employees living within the seven surrounding municipalities. The most significant industries in the area include manufacturing, retail, transport and warehousing, construction and health care. Proximity to Melbourne Airport can create significant benefits for those who are involved in airport-related industries, such as the export and import of

goods, while passengers travelling through Melbourne Airport support other industries in the local economy such as hospitality. More broadly, the airport directly and indirectly supports around 170,000 jobs across Australia, of which almost 150,000 are in Victoria, equivalent to around seven per cent of all jobs within the state.

This role as an important employment hub is expected to continue over the next 20 years as Melbourne Airport continues to grow. Employment within the airport precinct is projected to increase to 35,000 jobs by 2038 if a third runway is built, stronger growth compared with the projected state-wide and national averages, underscoring its economic significance. Most of this increase in jobs will support employment in the local community that surrounds the airport.

Employment benefits from construction of a third runway

During the runway construction process, an additional 130 to 180 direct construction jobs per year are expected to be created. These will be concentrated in the construction industry and primarily will be located in the zone around the airport. Once the construction is complete and the runway is operational, approximately 2000 additional jobs per year are expected to be created, which will increase over time. These jobs are expected to predominantly be in accommodation services, other construction, business services, wholesale trade and retail trade.

The economic contribution of Melbourne Airport



35.2 million
passengers in 2016-17

9.9m

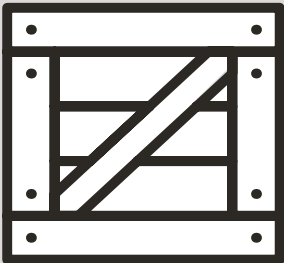
international
passengers

25.2m

domestic
passengers

**67.8
million**

passengers
by 2038



\$16 billion

in international
freight moved through
Melbourne Airport

**\$5.5
billion**

in exports

**\$10.5
billion**

in imports

Airport precinct
economic activity

2018

\$7 billion

2038

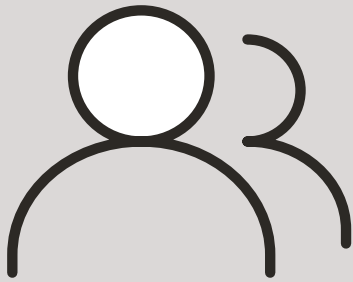
**Over \$12
billion**

**\$20.7
billion**

contributed to
the national
economy

**\$17.6
billion**

contributed
to Victoria's
economy



**More than
20,600 jobs**
on the airport
precinct now

Supporting
170,000
jobs across
Australia

Supporting
150,000
Victorian jobs

**35,600
jobs**
on the
airport
precinct
by 2038



Melbourne Airport
facilitated
**71.9 million
visitor nights**

**\$8.9
billion**

in tourism spending
in Victoria

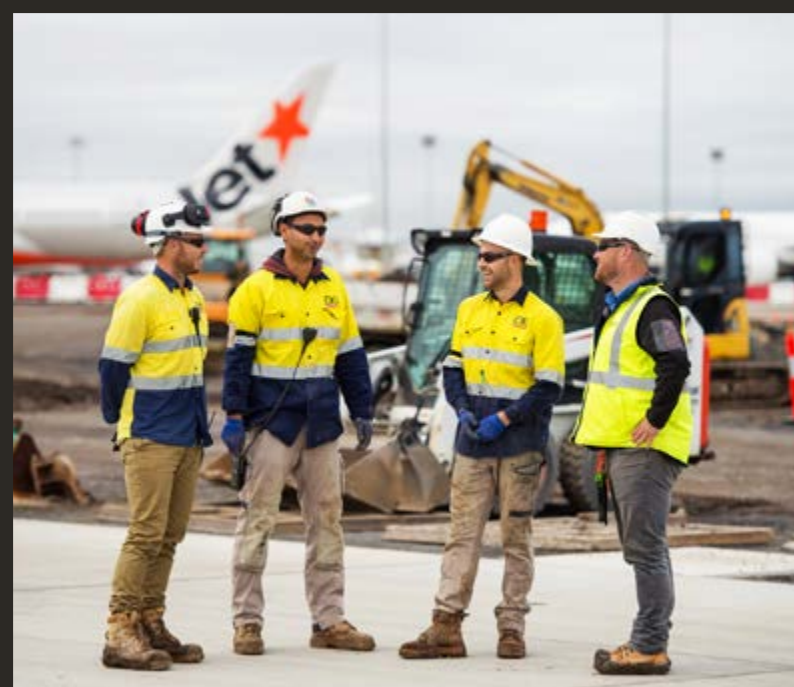


**\$109.1
million**

contributed to the Victorian
economy by a typical daily
international service per
annum

**\$16.2
million**

contributed to the Victorian
economy by a typical daily
domestic service



Melbourne Airport continues to experience strong growth in passenger numbers and freight; a Master Plan ensures the airport has the plans to manage that growth.

In Victoria the industry that experiences the greatest impact is accommodation and food services, which is expected to have an additional 1180 jobs by 2028, due to the boost to the tourism industry. Other industries that experience significant employment impacts are administrative and support services (580 jobs), construction (610) and retail trade (560). By 2028, 456 new jobs are expected to be located in the Melbourne Airport zone; by 2043, 6,904 additional jobs are expected within the Melbourne Airport zone. By 2028, accommodation and food services are expected to be the most affected industry, followed by construction. By 2043, most of the new jobs are expected to be in transport, postal and warehousing.

Tourism

Melbourne Airport is a key tourism hub for Australia, which facilitates 29 per cent of all international visitor nights to Australia and 21 per cent of total visitor expenditure across the country. During 2015-16 Melbourne Airport facilitated 71.9 million visitor nights and \$8.9 billion in tourism spending in Victoria, supporting 75,100 FTE jobs across the state and another 10,000 throughout Australia.

Tourism facilitated by Melbourne Airport is expected to continue to grow. By 2026-27 the contribution of tourism to the economy is projected to almost double, supporting an additional 40,000 Victorian jobs.

Freight

In 2016-17 Melbourne Airport handled 277,000 tonnes of international air freight worth \$16 billion, on top of 186,000 tonnes of domestic air freight. International freight tonnage at Melbourne Airport is expected to grow to 598,000 tonnes by 2037-38. Domestic freight tonnage at Melbourne Airport is forecast to grow from approximately 186,000 tonnes in 2016-17 to 303,000 tonnes in 2037-38.

Air freight that was transported through Melbourne Airport in 2015-16 facilitated \$4.3 billion in economic activity, of which \$3.7 billion was in Victoria. The movement of air freight supported more than 31,000 jobs nationally, of which more than 28,000 were in Victoria.



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Key messages

- Melbourne Airport needs additional runway capacity, it is a critical link in the national aviation network and the gateway for passengers, freight and economic activity for Victoria.
- With Brisbane and Western Sydney runways expected in 2021 and 2026 respectively, Melbourne's third runway is critical not just for international passenger growth but for the national network.
- In 2013, Melbourne Airport selected the East West runway as the next runway to be built in the four runway system. At the time, the data indicated that the East West runway would deliver the best capacity increase at the right cost. Since that time Melbourne Airport has been undertaking that planning work.
- In November 2018, Melbourne Airport announced a pause to the preparation of the Major Development Plan for the //EW runway to update analysis and undertake further due diligence on the project. Since that time, Melbourne Airport has been considering the cumulative impacts of a number of regulatory, technology and other changes on the //EW runway in comparison to the alternative //NS runway.
- The findings of the planning review are that a //NS runway would now provide superior availability to the proposed //EW runway. Though it would cost more initially, the need to build a fourth runway much earlier than anticipated means the //NS runway would be a more efficient investment in the medium term.
- Melbourne Airport has not made a decision to change, but is announcing that the findings indicate that the decision needs to be reconsidered. This will involve validating work with airlines, government and regulators. We will be transparent and open about this process with the broader community.
- We recognise the community interest in this project and we will endeavour to provide certainty to our local community as quickly as possible. Over the coming weeks and months, we will be undertaking an extensive community engagement program with our local communities, supported by the My Melbourne Airport website.
- The decision to undertake this course of action has not been taken lightly. However, we are committed to deliver this infrastructure with the long-term interests of the community, airlines and Victorian economy as our priority.

Media Release

***Embargoed to 6pm Thursday 27 June 2019**

Thursday 27 June, 2019

Melbourne Airport announces review of runway proposal

Melbourne Airport today announced its third runway will be subject to a period of further technical consultation with government, airlines and regulatory bodies following a detailed review of the proposed east-west alignment. The consultation will extend through the second half of 2019.

Melbourne Airport Managing Director and Chief Executive Officer, Lyell Strambi said a new runway remained essential to cater for forecast growth over the next two decades and it was critical to get the sequencing of the runway investment right.

"Due to a number of factors which have changed over time, we have undertaken a planning review over the last six months to assess whether east-west remains the preferred option for the third runway that we announced in 2013.

"Our review provides strong evidence to suggest the north-south parallel could now provide a superior outcome in terms of availability, capacity, long-term investment profile and community impacts.

"It is important to be clear that at this stage there has been no decision to change the direction of the runway. Instead, we will enter a period of technical consultation with our airline customers, the federal government, regulatory bodies and other stakeholders to inform our final decision."

Mr Strambi recognised the community interest in the project and said Melbourne Airport would continue to communicate throughout the consultation period.

"Planning for Melbourne Airport has included four runways since the 1960s and the double parallel 'hashtag' layout has been in place since 1990.

"We are committed to communicating and listening to the community while fulfilling our responsibility to deliver this state and nationally significant infrastructure."

– ENDS –

For further information please contact Melbourne Airport media on +61 3 9335 3666.