

**Question on notice no. 131**

**Portfolio question number: SQ24-001330**

**2024-25 Supplementary budget estimates**

**Rural and Regional Affairs and Transport Committee, Infrastructure,  
Transport, Regional Development, Communications and the Arts Portfolio**

**Senator Steph Hodgins-May:** asked the Department of Infrastructure, Transport, Regional Development, Communications and the Arts on 14 November 2024—

(1. In 2019 Australian Pacific Airports (APAM) made public its intention to change the third runway direction and in 2020 notified the CACG. Was the Minister notified of this change within 60 days as required by the Airports Act?

a. Was the 2018 Master Plan updated to reflect this change?

i. Was this Master Plan finalised and published?

b. Was the 2018 Master Plan and the proposed new Master Plan referenced in the Master Development Plan for the third runway?

2. Did the consultation periods for both Melbourne Airport's Master Plan 2022 and the third runway Major Development Plan run concurrently?

a. Why didn't the government give the community enough time to be consulted on each of these plans separately?

b. Did this satisfy 79

(1) and 92

(1) of the Airports Act?

3. Did the government approve of two runway developments (2018 Master Plan and the 2022 Master Plan) in the third runway Major Development Plan?

a. Is this a breach of Section 88 of the Airports Act, where a Major Development Plan is required for each development at an Airport?

4. Is APAM required to develop a new Major Development Plan as part of the condition of approval to restore the length of the east-west runway?

**Answer —**

Please find answer attached

**Rural and Regional Affairs and Transport**

**QUESTION ON NOTICE**

**Supplementary Budget Estimates 2024 - 2025**

**Infrastructure, Transport, Regional Development, Communications and the Arts**

**Committee Question Number: 131**

**Departmental Question Number: SQ24-001330**

**Division/Agency Name: DIV - Domestic Aviation and Reform**

**Hansard Reference: Written (14 November 2024)**

**Topic: Melbourne Airport's Third Runway Master Plan and Major Development Plan**

**Senator Steph Hodgins-May asked:**

1. In 2019 Australian Pacific Airports (APAM) made public its intention to change the third runway direction and in 2020 notified the CACG. Was the Minister notified of this change within 60 days as required by the Airports Act?
  - a. Was the 2018 Master Plan updated to reflect this change?
    - i. Was this Master Plan finalised and published?
  - b. Was the 2018 Master Plan and the proposed new Master Plan referenced in the Master Development Plan for the third runway?
2. Did the consultation periods for both Melbourne Airport's Master Plan 2022 and the third runway Major Development Plan run concurrently?
  - a. Why didn't the government give the community enough time to be consulted on each of these plans separately?
  - b. Did this satisfy 79(1) and 92(1) of the Airports Act?
3. Did the government approve of two runway developments (2018 Master Plan and the 2022 Master Plan) in the third runway Major Development Plan?
  - a. Is this a breach of Section 88 of the Airports Act, where a Major Development Plan is required for each development at an Airport?
4. Is APAM required to develop a new Major Development Plan as part of the condition of approval to restore the length of the east-west runway?

**Answer:**

1. Yes.
  - a - b. upon its approval, the Melbourne Airport Master Plan 2022 replaced the Melbourne Airport Master Plan 2018.
2. Yes.
  - a. both documents were on public exhibition for longer than the required 60 business days.
  - b. yes.
3. The approved M3R MDP is available at <https://www.melbourneairport.com.au/community/third-runway-approved>.
4. Yes.