

Question on notice no. 138

Portfolio question number: SQ24-001337

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. With regard to the proposed change from the endorsed East / West runway to a dual North / South runway, did the Minister and government have access to a Melbourne Airport research and planning document to justify these changes to Australian Pacific Airports (APAM) M3R Development Plan when making the M3R Conditional Approval decision?

2. When will the affected local communities be able to see and evaluate APAM's revised plan for the utilisation of runways with the East / West runway's full length reinstated?

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: 138

Departmental Question Number: SQ24-001337

Division/Agency Name: DIV - Domestic Aviation and Reform

Hansard Reference: Written (14 November 2024)

Topic: Melbourne Airport Third Runway - Changes to the APAM M3R Development Plan

Senator Steph Hodgins-May asked:

1. With regard to the proposed change from the endorsed East / West runway to a dual North / South runway, did the Minister and government have access to a Melbourne Airport research and planning document to justify these changes to Australian Pacific Airports (APAM) M3R Development Plan when making the M3R Conditional Approval decision?
2. When will the affected local communities be able to see and evaluate APAM's revised plan for the utilisation of runways with the East / West runway's full length reinstated?

Answer:

1. Since the 1960s, planning documents have envisaged that Melbourne Airport would ultimately grow to four runways, including a parallel north south runway. The 2013 and 2018 Melbourne Airport Master Plans provided further detail on a proposed third runway with an east west orientation.

Prior to developing the Melbourne Airport Master Plan 2022, Australia Pacific Airports Melbourne (APAM) undertook a planning review, which recommended a north south orientation for the third runway, due to prevailing weather conditions. APAM briefed Australian Government agencies on the outcomes of its 2019 planning review.

2. An indicative timeline for the Eastern Extension Project is at page 177 of Appendix E4A of the Melbourne Airport Third Runway (M3R) MDP which is available at <https://www.melbourneairport.com.au/community/third-runway-approved>.