


# Chapter A8

# Assessment and Approvals Process



## Summary of key findings:

Melbourne Airport is required to seek Commonwealth Government approval for any major airport development by preparing a Major Development Plan (MDP) in accordance with the Airports Act 1996 (Cth).

The Melbourne Airport Third Runway (M3R) project must also comply with the Commonwealth Government's Environment Protection and Biodiversity Conservation Act 1999 (the EPBC Act).

This MDP is referred to the Department of Agriculture, Water and the Environment (DAWE) seeking assessment accreditation and advice under the EPBC Act for:

- On-ground environmental impacts - Australia Pacific Airports (Melbourne) Pty Ltd (APAM) as proponent
- Volume-of-airspace environmental impacts – Civil Aviation Safety Authority (CASA) as proponent
- Change of flight-path environmental impacts – Airservices Australia as proponent

The MDP process requires Melbourne Airport to undertake extensive community and stakeholder consultation. This includes making a preliminary draft MDP available for 60 business days to facilitate public comment.

Although Victorian planning and environmental legislation is not directly applicable to M3R (because Melbourne Airport is on Commonwealth land) Victorian law has been considered where relevant (e.g. where there is the potential for impacts beyond airport land).

The assessment framework has incorporated the requirements of the Airports Act and the 'whole of environment' as defined in the actions on, or impacting upon Commonwealth land, and actions by Commonwealth agencies, significant impact guidelines 1.2 (pursuant to the EPBC Act).