

Third Runway Major Development Plan

Melbourne Airport

Conditions of Approval

1. Eastern Extension Project

- 1.1 **APAM** must not carry out, or cause or permit to be carried out, the major airport development to which the MDP relates unless and until **APAM** provides the Commonwealth with a legally enforceable commitment, in terms satisfactory to the Minister, to carry out the Eastern Extension Project, subject to obtaining any necessary approvals required by the Airports Act or other applicable laws.

2. MDP Commitments Register and Reporting Plan

Establishment of the M3R Commitments Register

- 2.1 Prior to commencing any **Works**, **APAM** must establish a register to record and be used for the purpose of tracking **APAM**'s progress and delivery of:
- (a) each **Commitment** it has made in the **MDP**, **M3R Supplementary Report** or in any plan approved under these Conditions; and
 - (b) each:
 - (i) environmental management plan, including each plan set out in Attachment C of these Conditions;
 - (ii) project management plan; and
 - (iii) other plan, program and **CEMPs**;required by the **MDP** or these Conditions (the "**M3R MDP Commitments Register**").
- 2.2 To establish the **M3R MDP Commitments Register** under condition 2.1, **APAM** must:
- (a) prepare a draft **M3R MDP Commitments Register**; and
 - (b) submit that draft to a **DAR SES Officer**.

Preparation of M3R MDP Reporting Plan

- 2.3 Prior to commencing any **Works**, **APAM** must have finalised a document (the "**M3R Reporting Plan**") that:
- (a) describes how **APAM** will regularly report to, and update, the **Department** (including **ABCs** and **AEOs**) in relation to **APAM**'s progress in preparing and implementing each commitment and plan/program set out in the **M3R MDP Commitments Register**;
 - (b) sets out a centralised record of all monitoring requirements contained in any plan and program;

- (c) sets out all pre-construction/baseline, construction and post construction monitoring that will be undertaken by **APAM** to demonstrate compliance with the M3R Commitments Register (per Condition 1.1);
- (d) sets out a schedule and process describing how **APAM** will regularly review and maintain any plans or programs required by the **MDP** or these Conditions, to ensure they are updated and remain fit for purpose;
- (e) specifies the minimum qualifications and experience that must be held by any environmental contractor and/or any **Independent Environmental Assessor** to be engaged by **APAM** during the **M3R Major Airport Development**.

2.4 To finalise the **M3R Reporting Plan** under condition 2.3, **APAM** must:

- (a) prepare a draft **M3R Reporting Plan**; and
- (b) submit that draft to a **DAR SES Officer**;

Implementation and maintenance of the M3R MDP Commitments Register and M3R Reporting Plan

2.5 During the **Works**, **APAM** must:

- (a) provide the Department with real-time access (or similar) to the **M3R MDP Commitments Register** and **M3R Reporting Plan**;
- (b) implement, maintain and update the **M3R MDP Commitments Register** and the **MDP Reporting Plan** on a regular basis (at least monthly) and as soon as practicable after any material event such as **APAM** achieving or missing a milestone set out any in plan.
- (c) update the **M3R MDP Commitments Register** to include any commitment or plan set out in any plan or programme approved under these Conditions as soon as practical after **APAM** has received approval (including any approval in relation to any variation of any plan); and
- (d) provide progress reports to each meeting of the Melbourne Airport Community Aviation Consultative Group (**CACG**) on the implementation of the **Commitments** contained in the **M3R MDP Commitments Register**.

3. Noise Sharing and Airspace Concept Plan

3.1 Before **APAM** requests **Airservices** to commence the detailed airspace design relating to the ongoing operation of the runways at **Melbourne Airport** (including **M3R**), **APAM** must finalise a plan (the “**Noise Sharing and Airspace Concept Plan**”) that:

- (a) describes how **APAM** will deliver noise sharing and noise mitigation, which is to be prioritised at all times outside of **peak periods** and when weather conditions allow;
- (b) details the airspace concept upon which **APAM’s** detailed flight path design will be based;
- (c) explains the noise sharing operating modes **APAM** will deploy to manage the impact of aircraft noise on all communities surrounding the airport, including by providing those communities (including communities to the area north and south of **Melbourne Airport**) with periods of respite by operating cross-runway operations using Runway 09/27;
- (d) explains how the **Noise Sharing and Airspace Concept Plan** has been developed in collaboration with **Airservices** and EAPL to permit, support and allow for the

continued operation of **Essendon Fields Airport**, including by explaining how it has prioritised various factors (such as operational efficiency);

- (e) outlines how **APAM's** operation of the runways at **Melbourne Airport** (including **M3R**) will operate with the two runways at Essendon Fields Airport including by:
 - (i) outlining **APAM's** reasons for any airspace changes and/or slot management arrangements as a result of **M3R**;
 - (ii) demonstrating that any such changes will not constrain emergency services aircraft operations at **Essendon Fields Airport**; and
 - (iii) explaining how aircraft access to both **Melbourne Airport** and **Essendon Fields Airport** will be prioritised and the impacts of this prioritisation process on operations at both airports;
- (f) sets out noise modelling which demonstrate the effect that the airspace concept detailed pursuant to Condition 3.1(a) above would likely have on the noise exposure levels at the airport and areas surrounding the airport;
- (g) outlines and explains the methodology, parameters and prioritisation of each operating mode detailed in the airspace concept including:
 - (i) by explaining when each operating mode could be utilised;
 - (ii) by demonstrating how the operation of the operating modes will manage the impact of aircraft noise on areas surrounding **Melbourne Airport**;
 - (iii) by explaining how the impact of aircraft noise will be mitigated by the continued operation of Runway 09/27;
- (h) outlines the community consultation process **APAM** will adopt to develop the airspace concept, with respect to the **Airservices Australia Flight Path Design Principles** and drawing from the **Airservices Australia Community Engagement Standard** in collaboration with **Airservices Australia**;
- (i) outlines the consultation that **APAM** has taken in preparing the **Noise Sharing and Airspace Concept Plan** with each of the following:
 - (i) airlines that operate flights to/from, and airport operator groups based at, **Melbourne Airport** and **Essendon Fields Airport**;
 - (ii) other Melbourne Basin aerodromes (including Avalon Airport, Moorabbin Airport and RAAF Base Point Cook);
 - (iii) the Victorian Department of Transport and Planning;
 - (iv) local governments in the area surrounding Melbourne Airport;
 - (v) local communities in the area surrounding Melbourne Airport;
- (j) outlines how **APAM** has taken into account any feedback received by **APAM** during consultation and, if and where **APAM** has not adopted feedback in preparing the **Noise Sharing and Airspace Concept Plan**, **APAM's** reasons for not adopting the feedback; and
- (k) addresses any feedback provided by **CASA** during the process of developing the **Noise Sharing and Airspace Concept Plan**.

3.2 No more than six months after the approval of the **M3R MDP**, a schedule for preparing the **Noise Sharing and Airspace Concept Plan** developed in collaboration with **Airservices**

Australia and **EAPL** must be submitted to a **DAR SES Officer** for approval. The schedule must confirm:

- (a) deliverables for the **Noise Sharing and Airspace Concept of Operations Plan**;
- (b) proposed criteria for **Airservices Australia** to accept the **Noise Sharing and Airspace Concept of Operations Plan** as suitable for commencing **Detailed Airspace Design**;
- (c) an overview of the community consultation process to be undertaken in developing the **Noise Sharing and Airspace Concept of Operations Plan**; and
- (d) output requirements for the **Noise Sharing and Airspace Concept of Operations Plan**.

3.3 **APAM** must appoint independent and suitably qualified aviation and community engagement consultants to prepare the **Noise Sharing and Airspace Concept Plan**.

3.4 Prior to appointing any independent consultant for the purpose of Condition 3.3, **APAM** must:

- (a) provide the **Department** with:
 - (i) a conflicts of interest declaration signed by the consultant demonstrating that the consultant has no conflicts of interest and declaring any previous dealings and/or contract with **APAM**;
 - (ii) a curriculum vitae for the consultant;
- (b) receive written approval from a **DAR SES Officer** to engage the consultant.

3.5 To finalise the **Noise Sharing and Airspace Concept Plan**, **APAM** must:

- (a) have a draft **Noise Sharing and Airspace Concept Plan** prepared by independent consultants appointed under Condition 3.3;
- (b) submit that draft plan to **Airservices Australia** for endorsement.
 - (i) details a suitable and appropriate single airspace concept upon which a suitable detailed airspace design could be prepared;
 - (ii) contains material required by Conditions 3.1(a) to (j) and 3.2(a) to (d);
- (c) following the endorsement by **Airservices Australia**, submit that draft plan to the **Minister**; and
- (d) have received written approval of the draft plan from the **Minister** (or a person authorised by the **Minister**).

4. **Noise Amelioration Plan and Program**

Preparation of a Noise Amelioration Plan

4.1 Within 24 months of the date on which the **MDP** was approved, **APAM** must have finalised a plan (the "**Noise Amelioration Plan**") that describes the noise amelioration program that **APAM** will implement to ameliorate the impact of aircraft noise on:

- (a) residential dwellings; and
- (b) facilities where childcare, healthcare, education or aged care services (or similar) are provided to the community;

situated within the standard 20-year ANEF 25 contour (or higher) for **Melbourne Airport**.

4.2 In the **Noise Amelioration Plan**, **APAM** must outline:

- (a) a program which addresses how **APAM** proposes to satisfy the minimum requirements for a noise amelioration program set out in Condition 4.4;
- (b) the consultation that **APAM** has undertaken in developing the plan with:
 - (i) local governments in the areas surrounding **Melbourne Airport**;
 - (ii) local communities in the area surrounding **Melbourne Airport**, including the **Melbourne Airport CACG**; and
 - (iii) the Victorian Department of Transport and Planning;
- (c) the process that **APAM** will follow to update the **Department** as to **APAM's** progress in implementing the program; and
- (d) the timeframe in which the program will be implemented.

4.3 To finalise the **Noise Amelioration Plan**, **APAM** must:

- (a) prepare a draft **Noise Amelioration Plan**; and
- (b) submit that draft plan to the **Minister** for approval;
- (c) have received written approval of the draft plan from the **Minister** (or a person authorised by the **Minister**).

Minimum requirements of a Noise Amelioration Program

4.4 **APAM's** noise amelioration program must satisfy the following requirements:

- (a) the program must be available for utilisation by eligible persons for works to be undertaken for a minimum period of 10 years commencing on the date on which the **Noise Amelioration Plan** is approved by the **Minister** (the "**Program Period**");
- (b) eligible persons for the program must include the owner of an eligible property and any subsequent owner of an eligible property during the **Program Period**;
- (c) an eligible building for the program must include each building situated within the standard 20-year **ANEF** contour 25 or higher that:
 - (i) is a residential dwelling that existed on the date the **MDP** was approved; and
 - (ii) is a facility where, at the time the **MDP** was approved, childcare, healthcare, education or aged care services (or similar) are provided to the community;except where that building was erected pursuant to a planning approval that was issued by a relevant authority after 14 November 2022 (being the date of approval of the 2022 Master Plan).
- (d) the program must be consistent with the **National Airports Safeguarding Framework** noting that for individual dwellings it may not be possible to achieve the Australian Standard 2021:2015 Acoustics- Aircraft Noise Intrusion;
- (e) the program must be:
 - (i) easy to understand; and

- (ii) offered at various stages throughout the Program Period, especially where the program has not been accessed for a facility or residential dwelling to which the program applies.
- (f) information about the program must be readily publicly available including on the internet. Information published about the program must:
- (i) explain the reason for the program, how it operates and how a person accesses the program;
 - (ii) explain the outcome to be achieved by the program;
 - (iii) explain the person's entitlement under the program;
 - (iv) explain the mechanisms in the program to raise complaints and disputes in relation to the program;
 - (v) be offered in various formats including in languages other than English and formats appropriate for the vision impaired; and
- (g) for residential dwellings, the program must:
- (i) reduce the impact of aircraft noise of each dwelling to the standard set out in Australian Standard 2021:2015 Acoustics- Aircraft Noise Intrusion unless:
 - A. the owner refuses forms of treatment such that the standard cannot be achieved;
 - B. the cost of the package of treatments to attain the standard exceeds (after obtaining at least three quotes) the **Threshold Amount**; or
 - C. it is not possible to attain the standard because of State planning laws (such as heritage protections);
 - (ii) if any of the matters set out in Condition 4.4(g)(i)A to C apply to a dwelling, be as close to the standard set out in Australian Standard 2021:2015 Acoustics- Aircraft Noise Intrusion as possible;
 - (iii) include a process whereby:
 - A. each dwelling is inspected and assessed by an appropriately qualified person to identify appropriate treatment options for the dwelling to reduce the impact of aircraft noise of the dwelling to the standard set out in Australian Standard 2021:2015 Acoustics - Aircraft Noise Intrusion to the extent possible;
 - B. the owner is given options to choose the detail of the treatment (such as window style);
 - C. a scope of works is prepared based upon the owner's selections of the treatment options and standard specifications;
 - D. an owner obtains three quotes from a panel of accredited builders established and maintained by **APAM**;
 - E. **APAM** directly pay the accredited builder for delivery of the scope of works;

- (h) for facilities, the program must:
 - (i) reduce the impact of aircraft noise for each noise sensitive area (such as bedrooms, learning spaces and treatment areas) within each facility to the standard set out in Australian Standard 2021:2015 Acoustics- Aircraft Noise Intrusion unless:
 - A. the owner refuses forms of treatment such that the standard cannot be achieved; or
 - B. it is not possible to attain the standard because of State planning laws (such as heritage protections);
 - (ii) if any of the matters set out in Condition 4.4(g)(i)A to B apply to a facility, as close to the standard set out in Australian Standard 2021:2015 Acoustics- Aircraft Noise Intrusion as possible;
 - (iii) include a process whereby:
 - A. an acoustic consultant is engaged by **APAM** to undertake an assessment of the facility to determine the most cost-effective solution for the specific facility;
 - B. a detailed solution design is provided to the facility for consideration and agreement by the owner;
 - C. **APAM** directly pay costs associated with implementing the design solution;
- (i) the program must include:
 - A. a process for verifying the completion of noise amelioration works; and
 - B. a process for determining the noise reduction achieved by those works (including by reference to any deemed-to-satisfy methodology and/or performance solution methodology identified in Australian Standard 2021:2015 Acoustics – Aircraft Noise Intrusion);
- (j) the program must ensure that all work is performed by suitably qualified tradespeople who hold suitable insurance;
- (k) the program must include appropriate compliant and dispute resolutions processes and procedures;
- (l) the program must include an independent audit process to audit the program delivery and report on its progress and effectiveness on at least an annual basis for each year during the delivery of the program and a final audit which must be provided to the **Minister** before completion and close out of the program.

Implementation of the Noise Amelioration Program

4.5 **APAM** must implement the **Noise Amelioration Program** outlined in the **Noise Amelioration Plan** in a manner which satisfies or exceeds the minimum requirements specified in Condition 4.4.

4.6 **APAM** must complete:

- (a) noise amelioration works for:
 - (i) at least 70% of all eligible buildings enrolled in the program; or

- (ii) a lower percentage approved at the discretion of the **Minister** following receipt of a written request from the **APAM** CEO setting out why noise amelioration works for 70% of all eligible buildings cannot be achieved, in a manner which satisfies or exceeds the minimum requirements specified in Condition 4.4 prior to commencing aircraft operations of **M3R**;
- (b) noise amelioration works for all eligible buildings where an eligible person has requested that works be performed in a manner which satisfies or exceeds the minimum requirements specified in Condition 4.4 no later than:
 - (i) 12 years from the date the **Noise Amelioration Plan** is finalised; or
 - (ii) a longer period approved by the **Minister** in writing.

5. Community Health Study

Terms of reference

- 5.1 Within 12 months of the date on which the **MDP** is approved, **APAM** must submit a draft terms of reference for an independent long term study into the impacts of aircraft noise on the community in areas surrounding **Melbourne Airport** associated with the ongoing operation of **M3R** (the **Community Health Study**).
- 5.2 **APAM** must ensure that the draft terms of reference for the **Community Health Study**:
 - (a) have been consulted with the **Melbourne Airport CACG**, with evidence of consideration of CACG member feedback;
 - (b) set out the methodology for the study that:
 - (i) monitors each of the community health impacts associated with aircraft noise identified in Chapter D3 of the **MDP**;
 - (ii) collects baseline data in relation to each of those community health impacts in the years prior to operations commencing on **M3R**; and
 - (iii) after the commencement of operations on **M3R**, collects data in relation to each of those community health impact on an annual basis for 20 years;
 - (c) provides an annual report and presentation to the **Melbourne Airport CACG** on the progress of the study over its duration.
- 5.3 **APAM** must appoint independent and suitably qualified community health expert/s to prepare the **Terms of Reference** for the **Community Health Study**.
- 5.4 Prior to appointing any independent expert for the purpose of Condition 43.3, **APAM** must:
 - (a) provide the **Department** with:
 - (i) a conflicts of interest declaration signed by the expert demonstrating that they have no conflicts of interest and declaring any previous dealings and/or contract with **APAM**;
 - (ii) a curriculum vitae for the expert;
 - (b) receive written approval from a **DAR SES Officer** to engage the expert.
- 5.5 To finalise the terms of reference, **APAM** must:

- (a) submit that draft plan to the **Minister** for approval; and
- (b) have received written approval of the draft plan from the **Minister** (or a person authorised by the **Minister**).

5.6 As soon as practicable after the terms of reference are finalised, **APAM** must publish the terms of reference on its website.

Carrying out of the Community Health Study

5.7 **APAM** must cause suitably qualified community health expert/s identified in consultation with the **Melbourne Airport CACG** to carry out the **Community Health Study** in accordance with the finalised terms of reference.

5.8 **APAM** must ensure that the collection, use and disclosure of any data for the purposes of the **Community Health Study** complies with the requirements of the *Privacy Act 1988 (Cth)* including the Australian Privacy Principles.

5.9 **APAM** must ensure that:

- (a) for a period of 20 years commencing on the date that aircraft operations begin on **M3R**, a report is prepared by the health expert/s carrying out the study on an annual basis reporting on the results of the study in relation to each community health impact;
- (b) such reports are provided to the **Melbourne Airport CACG** as soon as practicable after it has been prepared;
- (c) such report is published on **APAM's** website as soon as practicable after it has been prepared; and
- (d) the suitably qualified community health expert engaged to conduct the **Community Health Study** provides an annual presentation to the **Melbourne Airport CACG**.

6. Extended Timeframe

6.1 **APAM** must substantially complete the major airport development proposed in the **MDP** within ten (10) years of the date on which the **MDP** is approved.

7. Environmental Conditions

Independent Environmental Assessors

7.1 Prior to commencing any **Works**, **APAM** must engage **Independent Environmental Assessor(s)**.

7.2 **APAM** must cause such **Independent Environmental Assessor(s)** engaged under Condition 7.1 to:

- (a) prior to commencing work on each package of work to which each **CEMP** and environmental management plan relates, review and endorse that:
 - (i) **CEMP**; and/or
 - (ii) environmental management plan outlined in Attachment C.
- (b) as soon as practical after any project monitoring report required by any **CEMP**, or environmental management plan outlined in Attachment C is completed, review and endorse that monitoring report;

- (c) conduct, in accordance with the requirements of any plans and least on an annual basis any audits of **APAM's** implementation of **CEMPs** and each environmental management plan outlined in Attachment C;

Approval of CEMPs and Environmental Management Plans

- 7.3 As soon as practical after **APAM** receives endorsement of a **CEMP** or environmental management plan outlined in Attachment C from an **Independent Environmental Assessor** under Condition 7.2(a), **APAM** must:
- (a) submit that plan to the **AEO**;
 - (b) where that plan is a **M3R Preliminary Works CEMP**, **M3R Early Works CEMP**, or **Haul Route and Traffic Management Plan**, confirm in writing that **APAM** has approved the plan;
 - (c) where that plan is a **M3R Main Works CEMP**, receive written approval of that plan from a **DAR SES Officer**.
 - (d) receive written approval of the **AEO** where the plan requires **AEO** approval as per the table at **Attachment C** of these conditions
- 7.4 The environmental management plans outlined in **Attachment C** are to clearly articulate which **Works** are considered **M3R Preliminary Works**, **M3R Early Works** and **M3R Main Works**, including consideration of any other **Works** that may be required.

Modification of CEMPs and Environmental Management Plans

- 7.5 If, after a **CEMP** or environmental management plan outlined in **Attachment C** or these conditions (other than a **CEMP** relating to the **M3R Preliminary Works**, or **M3R Early Works**, or **Haul Route and Traffic Management**) has been approved under Condition 7.3, **APAM** wants to modify that plan, **APAM** must:
- (a) prepare a draft modified version of the plan;
 - (b) notify the **AEO** of the proposed modifications;
 - (c) if directed by the **AEO**, cause that modified plan to be reviewed and endorsed by an **Independent Environmental Assessor**;
 - (d) submit that modified plan to the **AEO** and if required receive approval of that modified plan from a **DAR SES Officer**;
- 7.6 If, after a **CEMP** in relation to the **M3R Preliminary Works** or **M3R Early Works** has been approved under Condition 7, **APAM** proposes to change the scope of works of the **M3R Preliminary Works** or **M3R Early Works**, then **APAM** must:
- (a) prepare a draft modified version of the plan;
 - (b) submit that modified plan to the **AEO**.
 - (c) if required by the **AEO**, cause that modified plan to be reviewed and endorsed by an **Independent Environmental Assessor**; and
 - (d) if required by the **AEO**, receive the approval of that modified plan from a **DAR SES Officer**.

Reporting audit outcomes

- 7.7 **APAM** must report the outcome of any audit conducted under Condition 7.2(c) to the **AEO**.

Protected Matters

- 7.8 In implementing the **MDP**, **APAM** must prevent environmental harm or pollution that results in, or has the potential to result in, substantial harm to public health or public safety in accordance with the *Airports Act 1996* and the **AEPRs**.
- 7.9 To avoid and mitigate harm to protected matters, **APAM** must not **clear**:
- (a) outside the impact area;
 - (b) more than 78.74 hectares (ha) **Grey Box Grassy Woodlands and Derived Grasslands of South-eastern Australia**;
 - (c) more than 90.49 ha of **Natural Temperate Grassland of the Victorian Volcanic Plain**;
 - (d) more than 9.75 ha of **Golden Sun Moth** habitat;
 - (e) more than 64.34 ha of **Growling Grass Frog** habitat; and
 - (f) more than 68.02 ha of **Swift Parrot** habitat.

Exclusion Fencing and Machinery Storage

- 7.10 To avoid and mitigate harm to **Grey Box Grassy Woodlands and Derived Grasslands of South-eastern Australia** and **Natural Temperate Grassland of the Victorian Volcanic Plain** within the impact area, **APAM** must:
- (a) install temporary exclusion fencing around all retained areas of native vegetation within the impact area;
 - (b) ensure material stockpiles, vehicle parking and machinery storage within the impact area are only located within areas which are **cleared** or are proposed to be **cleared**.

Fauna Management Plan

- 7.11 To avoid and mitigate harm to fauna within the **Grey Box Grassy Woodlands and Derived Grasslands of South-eastern Australia**, **APAM** must prepare a **Fauna Management Plan**.
- 7.12 The **Fauna Management Plan** must be consistent with the **Environmental Management Plan Guidelines**.
- 7.13 The approval holder must implement the **Fauna Management Plan** prior to any impact to the **Grey Box Grassy Woodlands and Derived Grasslands of South Eastern Australia** and must continue to implement the **Fauna Management Plan** until the expiry date of this approval.

Biodiversity Offset Management Strategy

- 7.14 To compensate for residual significant impact of the **Action** on protected matters, **APAM** must commence implementing the approved **Offset Management Strategy** prior to commencement of the **Action**, and must continue to implement the **Offset Management Strategy** during the **M3R Major Airport Development**.

Biodiversity Offset Management Plans

- 7.15 To compensate for the residual significant impacts of the **Action** on protected matters, **APAM** must, before commencement of **M3R Main Works**, submit an **Offset Management Plan** for each offset site specified in the **Offset Management Strategy** (Table 1) to **DCCEEW** for approval by the **Minister for the Environment**.

- 7.16 **APAM** must not commence a package of works unless all **Offset Management Plans** for that package of works have been approved in writing by the **Minister for the Environment**.
- 7.17 **APAM** must commence implementing all approved **Offset Management Plans** prior to the commencement of a package of works and continue to implement all approved **Offset Management Plans** during the **M3R Major Airport Development**.
- 7.18 **Each Offset Management Plan** must meet the requirements of the **Environmental Offsets Policy** and the **Environmental Management Plan Guidelines** to the satisfaction of the **Minister for the Environment**. Each **Offset Management Plan** must include:
- (a) detailed information on the residual impacts to protected matters that will be compensated for by the offset (Note: the offset comprises the securement of the offset site and the habitat quality improvements to be achieved at the offset site). This must include the area of habitat for protected matters and its habitat quality at all locations impacted by the **Action** which the offset is to address;
 - (b) the relevant protected matters and a reference to the approval conditions to which the **Offset Management Plan** refers;
 - (c) detailed information and a shapefile specifying the location, area and boundaries of the proposed offset site;
 - (d) detailed baseline information on the area of habitat, its habitat quality, and the presence (or not) of the protected matters at the proposed offset site;
 - (e) commitments to achievable improved ecological benefits at the proposed offset site and the timeframes in which they will be achieved;
 - (f) a table summarising all commitments to achieve the proposed ecological benefits for protected matters at the proposed offset site, and a reference to where each commitment is detailed in the **Offset Management Plan**;
 - (g) reporting and review mechanisms to inform **DCCEEW** annually regarding compliance with the management and environmental outcome commitments, and attainment and maintenance of the ecological benefits specified in the **Offset Management Plan**;
 - (h) an assessment of risks to achieving the ecological benefit and what risk management measures and/or strategies will be applied to address these;
 - (i) a monitoring program, which must specify:
 - (i) measurable performance indicators and the timeframes for their achievement to gauge attainment of the ecological benefits for the protected matters;
 - (ii) trigger values for corrective actions; and
 - (iii) the proposed timing (including season/time of day/frequency) methods and effort, and an explanation of how these will be effective for this purpose, of monitoring to detect trigger values, changes in the performance indicators and to gather evidence that effectively demonstrates actual progress towards attainment and maintenance of the ecological benefits for the protected matters.
 - (j) corrective actions to be implemented to ensure that the proposed ecological benefits for the protected matters are achieved or maintained if trigger values are reached or performance indicators not achieved in the specified timeframes;
 - (k) links to relevant referenced plans or conditions of approval (including state/territory approval conditions); and

- (l) how the proposed offset site will be protected, and ecological benefits maintained, during the **M3R Major Airport Development**.
- 7.19 **APAM** must inform **DITRDCA** and **DCCEEW** in writing no later than ten (10) business days after it has gained control of or secured an offset site as outlined in the **Offset Management Plan**.
- 7.20 To compensate for the residual significant impacts of the **Action** on protected matters **APAM** must not harm protected matters unless the offset site specified in the approved **Offset Management Plans** relating to the protected matter have been secured, or **APAM** has control of the offset site.
- 7.21 The **Offset Management Plan** associated with **Grey Box Grassy Woodlands and Derived Grasslands of South-eastern Australia** on the **Melbourne Airport Estate** must include specific mitigation and management measures addressing any potential disturbance resulting from clearance activities.
- 7.22 **APAM** must:
- (a) control the offset sites required for the **M3R Preliminary Works** before commencing the package of works for the **M3R Preliminary Works**;
 - (b) control the offset sites required for **M3R Early Works** packages of works before commencing the package of works for the **M3R Early Works**; and
 - (c) secure all offset sites required for **M3R Main Works** before commencing the package of works for the **M3R Main Works**.

Construction Environmental Management Plans (CEMPs)

- 7.23 To avoid and mitigate harm to the environment, **APAM** must prepare **CEMP(s)**, in consultation with, and to the satisfaction of the **AEO** for the **M3R** works program of **Early Works**, **Preliminary Works** and **Main Works**.
- 7.24 Each **CEMP** is to include a clearly defined package of works that is associated with the **CEMP**, and be reviewed and endorsed by an **Independent Environmental Assessor(s)**, prior to the commencement of the works program to which the **CEMP** relates.
- 7.25 **APAM** must submit the **M3R Main Works CEMP** to **DITRDCA** for approval once it is reviewed and endorsed by an **Independent Environmental Assessor(s)**. **APAM** must receive written approval from a **DAR SES Officer** for the **M3R Main Works CEMP** prior to the commencement of **M3R Main Works**.
- 7.26 The **CEMPs** must address all the environmental impacts identified in the **M3R MDP** that will arise as a result of the project and the mitigation measures proposed for each of those impacts. The **CEMPs** must be implemented for the duration of the relevant package of works.
- 7.27 The **CEMPs** must be consistent with the **Environmental Management Plan Guidelines**, reference and nominate current standards and guidelines and must include at a minimum:
- (a) management measures to avoid and mitigate harm to the environment in accordance with the **Airports Act** and the **AEPR**;
 - (b) measures to manage PFAS contaminated materials in accordance with a Per- and Polyfluoroalkyl Substances Management Plan (**PFAS MP**) approved by **DITRDCA**;
 - (c) construction hygiene measures to mitigate potential spread of weeds or disease and pest animals;
 - (d) a compliance monitoring and reporting plan for all identified environmental impacts. The plan must detail the project environmental compliance team roles and responsibilities, minimum qualification for **APAM** Site Environmental Compliance

Officer/s to be recognised as suitably qualified and the reporting format and timeframes. The plan is to include at a minimum:

- (i) measurable performance indicators;
 - (ii) trigger values or thresholds for corrective actions with reference to the **AEPR** schedules;
 - (iii) the timing and frequency of monitoring, ensuring monitoring is capable of detecting trigger values and changes in the performance indicators;
 - (iv) proposed corrective actions if trigger values are reached; and
 - (v) details of monthly **CEMP** compliance reporting to **APAM**, quarterly reporting to the **AEO** and annual reporting post **MDP** approval including all site monitoring for that reporting period.
- (e) environmental Incident Response Procedure, including notification procedures that reflect the **AEPR** reporting of pollution and excessive noise under R6.04. The Department must be notified by **APAM** as soon as possible after the incident and a written report provided to the **AEO** within 2 business days; and
- (f) reference and/or contain the **Environment Management Plans** outlined at Attachment C (where applicable).

7.28 **APAM** must implement the **CEMPs** to the satisfaction of **DITRDCA**.

Per- and Polyfluoroalkyl Substances Management Plan (PFAS MP)

7.29 **APAM** must prepare and submit to **DITRDCA** a **PFAS MP**.

7.30 The **PFAS MP** must at a minimum meet the requirements of the **Environmental Management Plan Guidelines**. The **PFAS MP** must be maintained consistent with the most recent revision of the **PFAS NEMP** for the life of the project. The **PFAS MP** is to be reviewed and endorsed by an **Independent Environmental Assessor(s)** prior to submission to **DITRDCA** for approval.

7.31 The **PFAS MP** must at a minimum:

- (a) build on and commit to achieving the environmental objectives specified in the approved draft **PFAS MP**;
- (b) ensure there is a reduction in **PFAS** mass flux discharge from the impact area compared to baseline discharge levels;
- (c) detail a monitoring schedule and management measures to control **PFAS** contamination in alignment with the **PFAS NEMP**;
- (d) identify and assess the risk of **PFAS** associated with the construction works program including:
 - (i) updates or refinements from further validation and delineation of contaminated soils onsite, and any changes made during detailed design; and
 - (ii) review and analysis of industry best practice soil tracking processes and how these have informed the **PFAS MP**.
- (e) specify measures to mitigate the impact of any **PFAS** mobilisation associated with construction, consistent with the level of risk identified in the **PFAS MP**, including:
 - (i) surface water management including treatment of water during construction prior to leaving the **Airport Estate** that does not meet risk-

based discharge criteria for **PFAS** (including surface water runoff, stormwater, leachate, construction water and any discharged groundwater), aligned with risk-based principles in the most recent revision of the **PFAS NEMP**;

- (ii) tracking of all excavated or disturbed soil from origin to final destination using machinery which have GPS systems installed or other appropriate/equivalent digital tracking system, and maintained in a register; and
 - (iii) construction hygiene measures and decontamination of machinery potentially impacted by **PFAS**.
- (f) a surface water and groundwater monitoring program, including:
- (i) measurable performance indicators;
 - (ii) trigger values for corrective actions;
 - (iii) the timing and frequency of monitoring, ensuring monitoring is capable of detecting trigger values and changes in the performance indicators; and
 - (iv) proposed corrective actions if trigger values are reached, including mandatory reporting to **DITRDCA**.
- (g) links to other relevant plans or conditions of approval.

Project Blast Management Plans

- 7.32 Prior to conducting the blasting trials, **APAM** must prepare a **Blast Trial Management Plan**. The **Blast Trial Management Plan** must consider all relevant potential health, safety, community and environmental impacts of the blasting trials. The **Blast Trial Management Plan** must be reviewed and endorsed by an **Independent Environmental Assessor(s)**.
- 7.33 **APAM** must submit the Blast Trial Management Plan to the **AEO** for approval once it is reviewed and endorsed by an **Independent Environmental Assessor(s)**.
- 7.34 Prior to conducting any blasting for the **M3R Main Works**, **APAM** must prepare, submit to **DITRDCA**, and receive written approval from **DITRDCA** for a **Project Blast Management Plan**.
- 7.35 Prior to its submission to **DITRDCA**, **APAM** must have the **Project Blast Management Plan** reviewed and endorsed by an **Independent Environmental Assessor(s)** with qualifications and expertise to assess the structural, environmental, hydrological, human health and heritage impacts of the blasting.
- 7.36 The plans identified in conditions 7.32 and 7.33 must identify the impact area and reviews by the **Independent Environmental Assessor(s)**, and must consider all aspects of environmental and human health along with such matters as heritage, ecology, noise, vibration and air quality and hydrology.
- 7.37 The plans identified in conditions 7.32 and 7.33 are to be prepared in consultation with **DITRDCA's AEO** and **ABC** to demonstrate that all blasting and associated activities will be carried out in a manner that will not generate unacceptable noise and vibration impacts or pose a significant risk impact to structures and sensitive receivers including environmental and heritage receivers. The plans must as a minimum:
- (a) detail the blasting to be performed including location/s, method and justification of the need to blast;

- (b) identify any potentially affected noise and vibration sensitive sites including heritage sites (e.g. retained cultural heritage sites) and utilities including mapping of the locations and blast zone assessments to be illustrated on the maps;
- (c) establish appropriate criteria for blast overpressure and ground vibration levels at each category of noise and vibration sensitive site, both environmental and human/buildings;
- (d) detail storage and handling arrangements for explosive materials and the proposed transport of those materials to the construction support site;
- (e) identify hazardous situations that may arise from the storage and handling of explosives, the blasting process and recovery of the blast site after detonation of the explosives including any emergency response procedure requirements;
- (f) provide more detailed assessments and management measures for potential noise and vibration and risk impacts from blasting and appropriate best management practices;
- (g) provide assessments of impacts and mitigation measures regarding blasting impacts to flora and fauna, including breeding habitats.
- (h) detail community consultation and complaints management procedures; and
- (i) detail incident management procedures.

Heritage Management Plans

- 7.38 **APAM** must implement the **Cultural Heritage Management Plan** to manage impacts to cultural heritage.
- 7.39 **APAM** must implement the **European Heritage Management Plan** to manage impacts to European heritage.

Communications Strategy – Impact of Works Program

- 7.40 Prior to any **Works** commencing **APAM** is to develop a communications strategy detailing mechanisms to facilitate communications with impacted tenants and operators on airport and surrounding landholders and businesses that may be impacted by the works program (even if on a temporary or time limited basis).
- 7.41 The communications strategy is to address points of contact, means of distributing regular updates and notifications and advising of any out of hours works, means for registering complaints and enquiries and the systems for handling, responding and registering complaints.

8. Submission and Publication of Plans

- 8.1 **APAM** must submit the **Offset Management Strategy** and **Offset Management Plan** electronically to **DCCEEW** for the approval of the **Minister for the Environment**.
- 8.2 If under these Conditions **APAM** is required to submit a plan to a **DAR SES Officer** of the **Department** or to the **Minister** for approval, **APAM** must submit all plans electronically to the **Department**.
- 8.3 All approved plans required under these conditions must be published on **APAM's** website within fifteen (15) business days of being approved (unless otherwise agreed in writing by the **Minister** or official providing the approval).
- 8.4 **APAM** must keep all published plans required by these conditions on the website until the expiry date of the relevant plan.

- 8.5 **APAM** is required to exclude or redact sensitive ecological data or sensitive cultural heritage data from plans published on the website or otherwise provided to a member of the public.
- 8.6 If sensitive ecological data or sensitive cultural heritage data is excluded or redacted from a plan in accordance with condition 8.5, **APAM** must notify **DCCEEW** in writing what exclusions and redactions have been made in the version published on the website.

9. Definitions

- 9.1 In these conditions:

ABC means the Airport Building Controller appointed under the *Airports (Building Control) Regulations 1996* (Cth) (or any subsequent regulations that replace those regulations) with oversight of Melbourne Airport.

Action means the activity proposed in the **Melbourne Airport Third Runway, Major Development Plan**, involving the construction and operation of a new 3 km north-south orientated runway, modifications of the existing east-west runway and associated infrastructure including taxiways, navigational aids, security fencing and utilities at Melbourne Airport.

AEO means the Airport Environment Officer appointed under the **AEPRs** who has responsibility for Melbourne Airport.

AEPRs means the *Airports (Environment Protection) Regulations 1997* (Cth) and includes any subsequent regulations that replace those regulations.

Airports Act means the *Airports Act 1996* (Cth).

Airports Estate means the land specified at Part 1.14 of the *Airports Regulations 2024* (Cth).

Airservices Australia means the body established under Part 2 of the *Air Services Act 1995* (Cth).

Airservices' Executive Team means a senior executive officer of **Airservices Australia**.

ANEF, in relation to Melbourne Airport, means the Australian Noise Exposure Forecast endorsed in the manner approved by the **Minister** under the **Airports Act** and which is set out in Melbourne Airport's final master plan (as approved from time to time under Division 3 of Part 5 of the *Airports Act*).

APAM means Australia Pacific Airports (Melbourne) Pty Ltd – **APAM** – ACN 076 999 114 or any successor organisation that acquires the airport head lease for Melbourne Airport.

CEMP(s) means the Construction Environmental Management Plan framework documents to be developed by APAM (not the Contractor's CEMP) pursuant to Condition 7.23, packaged into **M3R Preliminary Works**, **M3R Early Works**, and **M3R Main Works**.

Clear, cleared or clearing means the cutting down, felling, thinning, logging, removing, killing, destroying, poisoning, ringbarking, uprooting, or burning of vegetation, but does not include management measures permitted under Part 13 of the **EPBC Act**.

Commence the Action or Commencement of the Action means the date on which the first instance of any activity associated with the **Action** (including **clearing** and **construction**) is undertaken, delineated by **M3R Early Works**, **M3R Main Works**. **Commencement of the Action** does not include minor physical disturbance necessary to:

- (a) undertake pre-clearance surveys or monitoring programs;

- (b) install signage and /or temporary fencing to prevent unapproved use of the **impact area**;
- (c) protect environmental and property assets from fire, weeds, and feral animals, including use of existing surface access tracks; and
- (d) install temporary site facilities for persons undertaking pre-commencement activities so long as these are located where they have no impact on any **protected matter**.

Commitment in relation to the MDP means any commitment contained in the MDP and includes:

- (a) a commitment in the MDP and/or the M3R Supplementary Report to bring forward a plan to manage impacts of a particular activity such as the commitment to develop a Construction Traffic Management Plan (CTMP) for submission to the Victorian Department of Transport and Planning (see Chapter 8, MDP);
- (b) a commitment in the MDP and/or the M3R Supplementary Report to engage in, implement, continue or undertake a particular activity such as to continue to implement and refine **APAM**'s Air Quality Monitoring Program (see Chapter 10, MDP).

Construction has the same meaning as “building activities” given by s 98(1) and “constructing” given by s 89(2A) in the **Airports Act**, but excluding the installation of temporary fences and signage.

Control means to have a legally binding agreement in place such as an executed Memorandum of Understanding for the purchase of the offset site and management actions have commenced.

Cultural Heritage Management Plan means *Melbourne Airport's Third Runway (M3R) Project Cultural Heritage Management Plan 16792*, BIOSIS 2022 approved by the *Wurundjeri Woiwurrung Cultural Heritage Aboriginal Corporation* on 22 July 2022.

DAR SES Officer means a **DITRDCA** Senior Executive Service officer with responsibility for the administration of the *Airports Act 1996*.

DCCEEW: see '*Department of Climate Change, Energy, the Environment and Water*'

Department of Climate Change, Energy, the Environment and Water or **DCCEEW** means the Department of State of the Commonwealth administered by the **Minister for the Environment**.

Department of Infrastructure, Transport, Regional Development, Communications and the Arts or **DITRDCA** means the Department of State of the Commonwealth administered by the **Infrastructure Minister**.

DITRDCA see '*Department of Infrastructure, Transport, Regional Development, Communications and the Arts*'.

Draft PFAS MP means the draft *M3R PFAS Management Plan*, Senversa 23 February 2023.

Environmental Management Plan Guidelines means the *Environmental Management Plan Guidelines*, Commonwealth of Australia 2014.

Environmental Offsets Policy means the *Environment Protection and Biodiversity Conservation Act 1999 Environmental Offsets Policy*, Commonwealth of Australia 2012.

EPBC Act means the *Environment Protection and Biodiversity Conservation Act 1999* (Cth).

European Heritage Management Plan means section 11 of *Melbourne Airport's Third Runway (M3R) Historical Archaeological Survey Report*, BIOSIS 2021.

Golden Sun Moth habitat means any area of vegetation which supports the **Golden Sun Moth**, including habitat described in the *Conservation Advice for *Synemon plana* (Golden Sun Moth)*, Commonwealth of Australia 2021. Within the **impact area**, the location of **Golden Sun Moth habitat** identified at the date of this approval is represented in Attachment B by the zones hatched with yellow diagonal lines designated 'Golden Sun Moth'.

Golden Sun Moth means the **EPBC Act** listed threatened species *Synemon plana*.

Grey Box Grassy Woodlands and Derived Grasslands of South-eastern Australia means the **EPBC Act** listed threatened community *Grey Box (*Eucalyptus microcarpa*) Grassy Woodlands and Derived Native Grasslands of South-eastern Australia*. Within the **impact area**, the location of **Grey Box Grassy Woodlands and Derived Grasslands of South-eastern Australia** identified as of the date of this approval is represented in Attachment B by the zones enclosed by the purple polygons with purple diagonal lines designated 'Grey Box Grassy Woodlands and Derived Native Grasslands of South-eastern Australia – Restored' and the zone enclosed by pink polygons with pink vertical lines designated 'Derived Native Grasslands of South-eastern Australia – Derived Native Grasslands'.

Growling Grass Frog habitat means any area of vegetation which supports the **Growling Grass Frog**, including habitat described in the *National Recovery Plan for the Southern Bell Frog *Litoria raniformis**, Department of Sustainability and Environment, Clemann & Gillespie 2012. Within the **impact area**, the location of **Growling Grass Frog habitat** identified at the date of this approval is represented in Attachment B by the zones enclosed by the blue lines and hatched with blue horizontal lines designated 'Growling Grass Frog'.

Growling Grass Frog means the **EPBC Act** listed threatened species *Litoria raniformis*.

Habitat quality means a measure of the overall viability of a site and its capacity to support **protected matters**, with respect to site condition, site context and species stocking rate and/or composition.

Harm means to cause any measurable direct or indirect disturbance or deleterious change as a result of any activity associated with the **Action**.

Impact area means the location of the **Action**, represented in Attachment A and Attachment B by the zone hatched with grey diagonal lines designated 'Melbourne Airport's Third Runway impact area'.

Independent Environmental Assessor means a person who, because of their qualifications or employment history, is regarded and accredited in their State or Territory as having expertise in environment protection issues, and who can have direct and unrestricted communications with the **AEO**.

Infrastructure Minister see: '**Minister**'.

M3R Early Works means construction associated with specific activities including the Arundel Creek Treatment Facility and Northern Access Route (Sunbury Road Intersection construction/upgrade).

M3R Main Works means construction excluding **M3R Early Works** and **M3R Preliminary Works**, and includes construction associated with site establishment, main earthworks,

blasting, service relocations, Southern Access Road, runway construction and ancillary infrastructure, as described in the **M3R MDP**.

M3R Major Airport Development means the development of the M3R pursuant to the M3R MDP.

M3R MDP Commitments Register means the register established by **APAM** under Condition 2.1.

M3R means the proposed Melbourne Airport Third Runway.

M3R Preliminary Works means construction works associated with further investigation works to inform design (including geotechnical investigations, contamination investigations, service proving); site establishment (including upgrades to existing temporary haul roads, hardstands, site compounds and laydown areas, airside and landside boundary fence construction and relocation, site utility investigation and relocation; blasting trials (two small scale trials to inform design); installation of MNES and other biodiversity exclusion fencing; fauna relocation; asbestos survey and removal/abatement across the project area; relocation of tenants, licensees and their associated infrastructure, services and utilities); concrete and bitumen batch plant site(s) establishment; earthworks processing plant; and the extension of the existing PFAS water treatment plant or establishment of a temporary water treatment plant consistent with the requirements of the PFAS MP. **M3R Preliminary Works** also means First Nations Cultural Heritage and European Cultural Heritage salvage works and **clearance of Grey Box Grassy Woodlands and Derived Grasslands of South-eastern Australia**.

M3R Supplementary Report, means the report submitted to the **Infrastructure Minister**, by **APAM** alongside the **MDP** on 10 February 2023.

MDP means the major development plan approved by the **Minister** on 6 September 2024 under s 94(2) of the **Airports Act** following **APAM** giving the **Minister** the draft major development plan and includes amendments and revisions made by **APAM** to the draft major development plan prior to the **Minister's** approval.

MDP Reporting Plan: means the plan finalised by **APAM** under Condition 2.3.

Melbourne Airport Master Plan means the master plan for Melbourne Airport approved by the Minister for Transport on 14 November 2022 pursuant to s.81 of the **Airports Act** and as varied from time-to-time under the **Airports Act**.

Minister for the Environment means the Minister of State of the Commonwealth who administers the **EPBC Act**, and includes any delegate thereof.

Minister or Infrastructure Minister means the Minister of State of the Commonwealth who administers the **Airports Act**.

Monitoring data means the data required to be recorded under the conditions of this approval.

Natural Temperate Grassland of the Victorian Volcanic Plain means the **EPBC Act** listed threatened ecological community *Natural Temperate Grassland of the Victorian Volcanic Plain*. Within the **impact area**, the location of **Natural Temperate Grassland of the Victorian Volcanic Plain** identified as of the date of this approval is represented in Attachment A by the zones hatched with yellow diagonal lines *designated 'Natural Temperate Grassland of the Victorian Volcanic Plain'*.

Noise Sharing and Airspace Concept Plan means the plan required by Condition 3.1.

Offset Management Strategy means *Melbourne Airport's Third Runway: Offset Management Strategy – Technical Document*, APAM (2023) provided to **DCCEEW** on 3 August 2023.

Operation means the operation of the Melbourne Airport's Third Runway.

Package of works means a discrete scope of activity/construction that is identified in the **CEMP(s)** for each of the **M3R Preliminary Works**, **M3R Early Works**, and **M3R Main Works**, referenced in *Melbourne Airport's Supporting information - DITRDCA Draft conditions – Preliminary and Early Works Extents and Impacts Melbourne Airport's Third Runway* document, APAM (2024) provided to **DITRDCA** on 26 February 2024.

Peak Periods means the periods:

- (c) between the hours of 0700 and 1100; and
- (d) between the hours 1600 and 2200.

PFAS contamination means the presence of PFAS-contaminated materials including soil, sediment, timber, asphalt, concrete and containers.

PFAS means per- and poly-fluoroalkyl substances.

PFAS NEMP means the *PFAS National Environmental Management Plan 2.0*, Heads of EPA Australia and New Zealand 2020 ("**PFAS NEMP 2.0**") or any subsequent PFAS National Environmental Management Plan which supersedes the **PFAS NEMP 2.0**.

Plan means any action management plan or strategy that **APAM** is required by these conditions to implement.

Program Period means the program period defined in Condition 4.4(a).

Protected matter means a matter protected under a controlling provision in Part 3 of the **EPBC Act**.

Secure, secured or **securement** means to provide enduring conservation protection of land under mechanisms including a Conservation Covenant under s3A of the *Victorian Conservation Trust Act 1972* (Vic), and agreement under section 69 of the *Conservation, Forests and Lands Act 1987* (Vic), a Conservation Agreement under Part 14 of the **EPBC Act**, or another enduring protection mechanism agreed to in writing by the **DCCEEW**, to provide protection for the site against development incompatible with conservation. For offsite offsets **APAM** is considered to have secured the site once the Credit Trade Agreement has been executed and **APAM** has paid the final offset payment. For onsite offsets **APAM** is considered to have secured the site once the Conservation Agreement has been signed by **APAM** and submitted to **DCCEEW** and **DITRDCA** for execution.

Sensitive cultural heritage data means any information contained in the **cultural heritage management** plan which the Registered Aboriginal Party has deemed inappropriate to publish on the website.

Sensitive ecological data means data as defined in the *Sensitive Ecological Data – Access and Management Policy V1.0*, Commonwealth of Australia 2016.

Shapefile means location and attribute information about the **Action** provided in an Esri shapefile format containing:

- (e) '.shp', '.shx', '.dbf' files;

- (f) a '.prj' file which specifies the projection or geographic coordinate system used; and
- (g) an '.xml' metadata file that describes the shapefile for discovery and identification purposes.

Significant Australian Noise Exposure Forecast (ANEF) contours means a noise above 30 ANEF levels.

Swift Parrot habitat means any area of vegetation which supports the **Swift Parrot**, including habitat described in the *National Recovery Plan for the Swift Parrot (Lathamus discolor)*, Birds Australia, Saunders & Tzaros 2011. Within the **impact area**, the location of **Swift Parrot habitat** identified at the date of this approval is represented in Attachment B by the zone enclosed by the pink polygon with pink vertical lines designated 'Swift Parrot'.

Swift Parrot means the **EPBC Act** listed threatened species *Lathamus discolor*.

Temporary exclusion fencing means fencing erected around retained native vegetation with the **impact area** identified with appropriate signage such as 'Environment Protection Area' or 'No-go zone' at regular intervals along the fence line.

Threshold Amount in relation to the Noise Amelioration Program means:

- (h) for a residential dwelling, an amount determined by the following process:
 - (i) **APAM** is to provide the **Minister** with a written notice setting out the proposed Threshold Amount for residential dwellings, and the reasons why the Threshold Amount has been proposed, at the same time as the Noise Amelioration Plan is submitted to the **Minister** pursuant to condition 4.3(b);
 - (ii) **APAM** must receive written approval of the proposed Threshold Amount from the **Minister**, noting that the **Minister** may require **APAM** to propose an alternate Threshold Amount; and
 - (iii) the **Threshold Amount** for residential dwellings is to be increased by an amount indexed to CPI each year during the Program Period.

Website means a set of related web pages located under a single domain name attributed to **APAM** and available to the public.

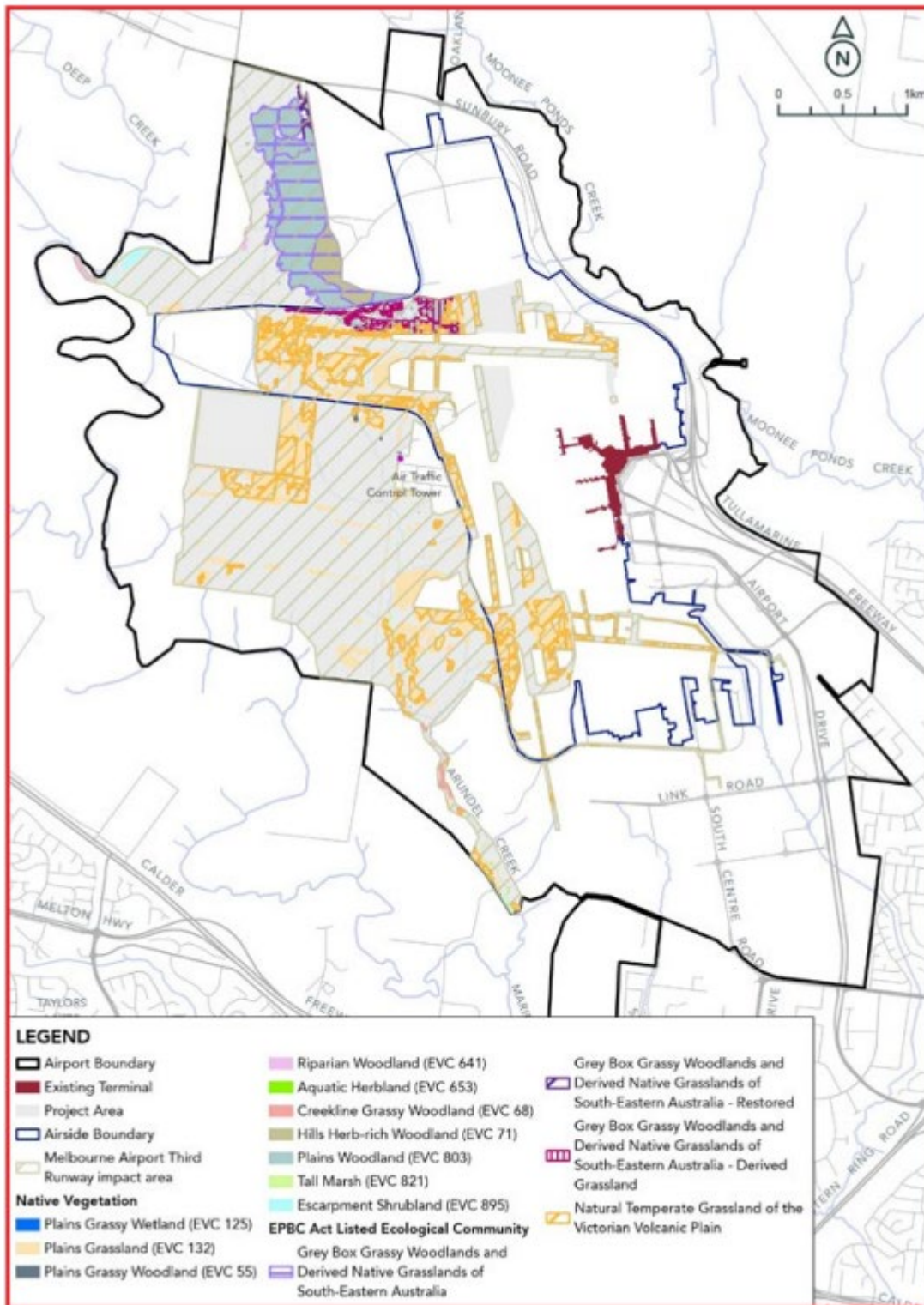
Works means any M3R Preliminary Works, M3R Early Works or M3R Main Works.

Attachment C – Environment Management Plans

Plan Title	Plan Description	Relevant CEMP	Approver
Construction Noise and Vibration Management Plan(s)	To manage noise associated with construction, consistent with the mitigation measures detailed in section B9.8 of the dMDP. Must consider but is not limited to impact associated with this project for both noise and vibration impacts for both human/human settlement and environmental sensitive receiving environments and address all commitments outlined in the dMDP, concurrent development activities on airport and cumulative impacts to sensitive receptors	Preliminary works Early Works Main Works	AEO following endorsement by Independent Environmental Assessor(s).
Haul Route and Traffic Management Plan(s)	Including details not limited to pre-construction condition reports, sensitive receptions and sediment and erosion management plans.	Early Works Main Works	APAM
Flora Management Plan(s)	Including but not limited to the identification of impacts to listed species and non-listed species, management and monitoring, the identification of no-go areas, training and education and awareness tools for site contractors and procedures for unexpected finds. Detailing construction hygiene measures to mitigate potential spread of weeds or diseases.	Preliminary Works Early Works Main Works	AEO – following endorsement by Independent Environmental Assessor(s).
Fauna and Fauna Habitats Management Plan(s)	Including but not limited to pest species management and with reference to the dMDP Chapter B5 Ecology. May be combined with Flora Management Plan above.	Preliminary Works Early Works Main Works	AEO – following endorsement by Independent Environmental Assessor(s).

Contaminated Land and Groundwater Management Plan(s)	With reference to but not limited to asbestos management and all other contaminants outside of PFAS. The MP is to be reviewed and endorsed by an independent assessor prior to submission to the AEO for approval.	Preliminary works Early Works Main Works	AEO – following endorsement by Independent Environmental Assessor(s).
Materials Movement Management Plan(s)	Detailing the excavation, processing and handling, storage, reuse or disposal of material including detailed plans, and legislative and other requirements.	Preliminary works Early Works Main Works	AEO – following endorsement by Independent Environmental Assessor(s).
Surface Water Management Plan(s)	To cover aspects associated with construction impacts including those associated with the Arundel Creek infill works.	Preliminary Works Early Works Main Works	AEO – following endorsement by Independent Environmental Assessor(s).
Sediment and Erosion Control Management Plan(s)	To be included in all contractor Environmental Management Plans (EMPs) and Site Environmental Plans (SEPs) and lodged with the ABC for all relevant building works.	Preliminary Works Early Works Main Works	AEO – following endorsement by Independent Environmental Assessor(s).

Attachment A: Native vegetation in the impact area of the Melbourne Airport's Third Runway



Attachment B: Threatened species and ecological communities within the impact area

