# Melbourne Airport Aviation Green Paper Submission
## Fact Sheet

Melbourne Airport has been Victoria's gateway to the world since 1970

**operating curfew-free, 24 hours per day, seven days a week.**

Through successive Master Plans, the airport has supported an

**airport rail link, a third runway, improved road connectivity and terminal enhancements**

all of which will improve the passenger experience and enable the airport to meet forecast passenger demand.

Melbourne Airport Business Park, Australia's largest at over

**500 hectares,**

plays a vital role in supporting crucial freight and logistics operations for Victoria's economy.

Serving as a major employment hub, the airport directly supports more than

**18,000 jobs,**

146,000 indirect jobs and contributes

**$17.7 billion**

to the economy.

A typical daily international flight to Melbourne Airport contributes over

**$154 million**

to the Victorian economy and supports more than
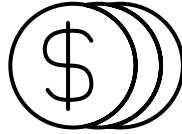
**1,380 jobs**

per annum.

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# Aviation's Role

**1**
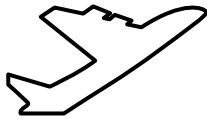
Aviation is vital to Australia's economic and social wellbeing, helping to connect Australians to each other and the world.

**2**

Airports are also key drivers of the economy, contributing **$105 billion** in gross value added and supporting **690,000 jobs** in 2022.

**3**

Airports play a crucial role in connecting regional and remote communities, facilitating emergency responses, and transporting essential goods.



# Aviation Green Paper

**Melbourne Airport welcomes the Australian Government's Aviation Green Paper: Towards 2050.**

This important process presents itself during a period of significant change for Australia's airports as we compete for more aviation growth opportunities and deliver a pipeline of major infrastructure projects that will enable more capacity, support competition and enhance the passenger experience.

In our submission to the Aviation Green Paper, Melbourne Airport highlighted the following recommendations:

## Competition, Consumer Protection, and Disability Access:

- The current 'light-handed' regulatory regime for airports remains fit for purpose and continues to provide the appropriate framework for the successful negotiation of commercial agreements between airlines and airport.

- The Aeronautical Pricing Principles (APPs) are practical and proportionate in their current form and provide the necessarily flexibility to account for the significant differences between airports.

- Further investigation of a consumer protection scheme for Australian travellers is merited and should include a review of a range of overseas models.

- Improving accessibility for air travel should be a priority for the aviation industry. Government, along with people with lived experience, airports, airlines and service providers need to collaborate to deliver better outcomes from kerbside to gate.

## Maximizing Aviation's Contribution to Net Zero:

- The development of a viable and scalable domestic sustainable aviation fuel (SAF) industry is fundamental to the incremental decarbonisation of Australia's aviation industry.

- The Australian Government must implement a comprehensive and timely suite of policy measures facilitate the development of a domestic SAF industry and incentivise industry uptake.

- This should include demand side measures such as SAF blending targets or a Fuel Carbon Intensity Standard.

## Airport Development Planning Processes and Consultation Mechanisms:

- The current $25 million monetary threshold for Major Development Plans (MDP) should be removed in favour of impact based triggers.

- Support precinct MDPs for efficiency and certainty, especially for freight and logistics hubs.

- Reform the Airport Building Controller (ABC) to allow airports to appoint their building surveyors, ensuring the timely delivery of capital investment and the customer gratification from enhanced facilities is not delayed.

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### Fit-for-Purpose Agencies and Regulations:

- Conduct a comprehensive review of government agencies including Airservices Australia (Airservices), Civil Aviation Safety Authority (CASA), Department of Climate Change, Energy, the Environment and Water (DCCEEW) and FlySafe to modernise roles, jurisdictions, and accountabilities.

### International Aviation:

- There should be greater transparency and consultation with airports in the negotiation of bilateral air service agreements to build capacity ahead of demand.

- Australia should liberalise its approach to negotiating bilateral air service agreements with a view to 'Open Skies', starting with an agreement with ASEAN, aligning with the Southeast Asia Economic Strategy to 2040.



## Scan the QR Code to view the full submission.



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