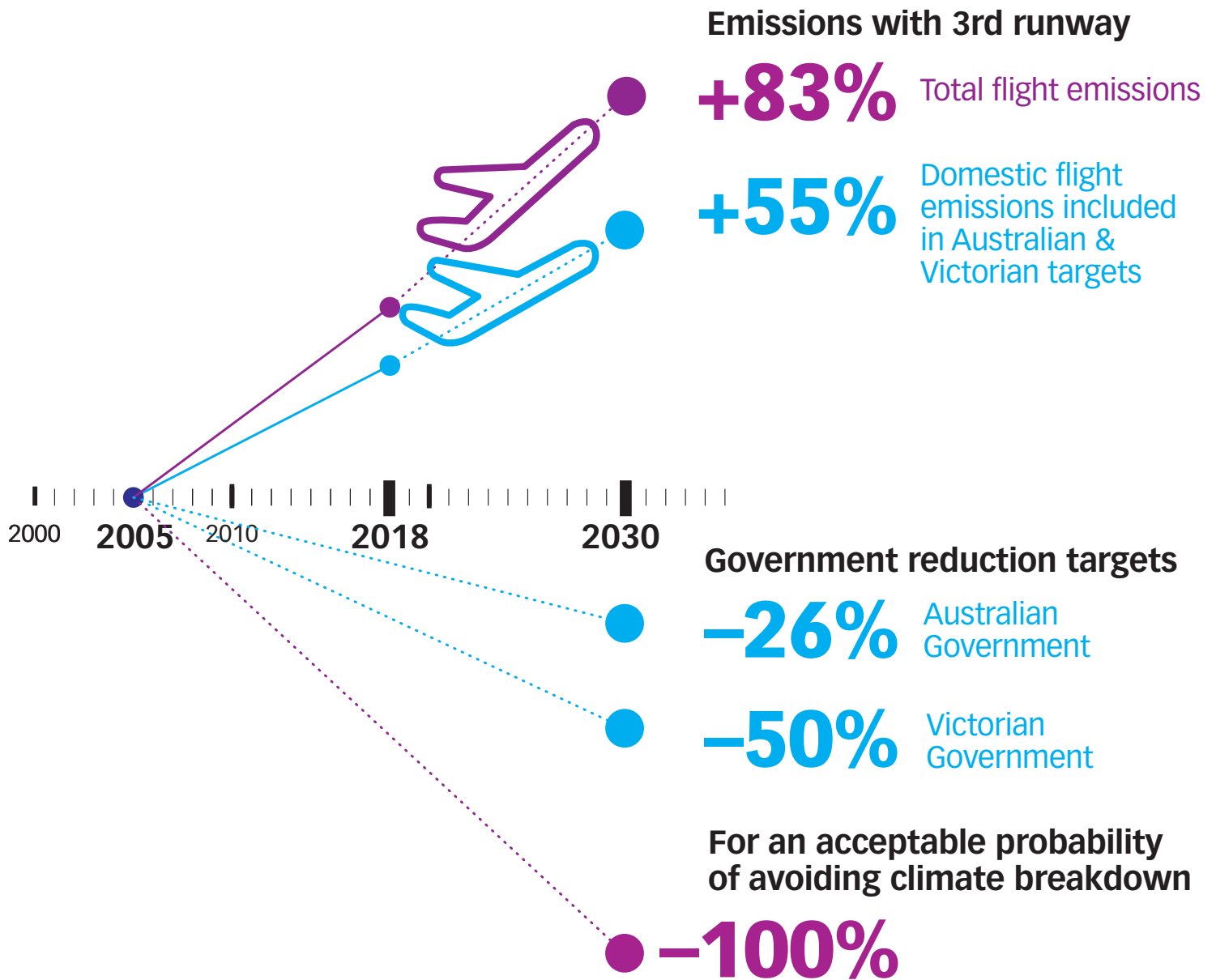


Melbourne Airport 3rd runway enabled flight emissions

Taking off, not descending



Percentage increase are estimates, derived as follows and from the assumption that percentage increases in emissions match percentage increases in aircraft movements.

+83% emissions for Total flights:

Total aircraft movements in 2005 were 175,436 and in 2018 were 243,369 (Source: https://www.bitre.gov.au/publications/ongoing/airport_traffic_data) and projected to be +320,700 in 2031 (Source: Melbourne Airport Corporation, Third Runway Major Development Plan, Table A2.3 <https://media.caapp.com.au/pdf/eifk66/19fc99a3-d023-46de-bb07-8ea7fe11e0d7/Part%20A%20-%20The%20Project.pdf>). So 320,700 is an increase of 145,264 on 175,436, or an 83% increase.

+55% emissions for Domestic flights:

Total domestic aircraft movements in 2005 were 150,222 and in 2018 were 190,914 (Source: https://www.bitre.gov.au/publications/ongoing/airport_traffic_data) and projected to be 232,600 in 2031 (Source: Melbourne Airport Corporation, Third Runway Major Development Plan, Table A2.2) So 232,600 is an increase of 82,378 on 150,222, or an 55% increase.

-100% emissions for all flights:

(Source: climaterealitycheck.net + <https://www.breakthroughonline.org.au/whatliesbeneath>)