

**AERONAUTICAL
INFORMATION
CIRCULAR (AIC)****H39/25****Effective: 202508270300 UTC**

AERONAUTICAL INFORMATION SERVICE,
AIRSERVICES AUSTRALIA, GPO BOX 367,
CANBERRA ACT 2601

For **DISTRIBUTION** queries, contact:
Email: aim.editorial@airservicesaustralia.com

For **CONTENT** queries regarding this AIC, contact:
Email: scott.erturk@melair.com.au

Phone: +61 437 533 152

MELBOURNE AERODROME (YMML) THIRD RUNWAY BLASTING TRIAL

1. INTRODUCTION

- 1.1 Melbourne Airport will be constructing a new parallel north/south runway, west of the existing Runway 16/34. Due to the presence of hard granodiorite and basalt, some areas cannot be excavated via traditional means and will be blasted instead.
- 1.2 Between 1240 and 1300 Local on 08 October 2025 and 15 October 2025, Melbourne Airport will be conducting small-scale trial blasts to help inform operational procedures and de-risk the Melbourne 3rd Runway project. Each scheduled blast period will have 3 contingency periods:

Blast 1		
Main Window	08 October 2025	1240 - 1300 Local
Contingency 1	08 October 2025	1500 - 1520 Local
Contingency 2	09 October 2025	1240 - 1300 Local
Contingency 3	09 October 2025	1500 - 1520 Local

Blast 2		
Main Window	15 October 2025	1240 - 1300 Local
Contingency 1	15 October 2025	1500 - 1520 Local
Contingency 2	16 October 2025	1240 - 1300 Local
Contingency 3	16 October 2025	1500 - 1520 Local

- 1.3 The trial blasting site is located landside to the north-west of the aerodrome, west of the Grey Box Forest. The site is 675M north-west of the RWY 09 threshold and 1,380M west of the RWY 16 threshold. Refer Appendix 1.
- 1.4 Flyrock modelling has shown a maximum potential throw of 28M vertically and 20M horizontally. A conservative Blast Clearance Zone has been established with a radius of 300M and a height of 120M from the blast site. The Blast Clearance Zone does not affect any areas airside.

2. OPERATIONAL INFORMATION

- 2.1 The blasting procedure will be completed within a 20 minute window each day, during which all runways will be unavailable for air or ground movements. Following the blast, both runways will be inspected for serviceability prior to any movements occurring, with sweeper trucks on standby in the unlikely event that flyrock material is present on the runway.
- 2.2 Ground movements may proceed on the movement area east of Runway 16/34 and south of Runway 09/27 whilst the blast procedure is underway.
- 2.3 No departures or arrivals will be scheduled during the 20 minute windows for the blasting procedure to avoid delays.
- 2.4 The site will be watered prior to blasting to minimise dust. Modelling has shown that in worst case wind conditions, dust produced during the blasting procedure will disperse in 5 minutes or less.
- 2.5 Air Traffic Control and the Melbourne Airport Senior Airside Safety Officer have the authority to abort an impending blast at any time due to weather or other concerns. In the unlikely event that this is necessary, the blast will be rescheduled to a contingency 20 minute window later that day.

3. CANCELLATION

- 3.1 This AIC self-cancels 17 October 2025.

4. DISTRIBUTION

- 4.1 Airservices Australia website only.

Appendix

1. Trial Blast Area Location

