

Flight Paths and Aircraft Noise

Melbourne Airport is planning how flight paths, runway use and aircraft noise will be managed as the airport moves to a future three-runway system.

Aircraft noise cannot be removed from airport operations, but runway use, flight paths, monitoring and planning controls can help manage how noise is experienced by surrounding communities.

Why aircraft noise matters

Aircraft noise is part of operating an airport. Melbourne Airport was designed to be Victoria's 24-hour international gateway and intentionally located away from significant built up areas. Over the years Melbourne has grown closer to the airport and its flight paths.



People experience aircraft noise differently depending on:

- When it occurs
- How often it happens
- How loud it is
- What they expect
- How it affects daily life

Current operations

Melbourne Airport currently has two runways. The runway used at any time depends on safety, wind, weather and traffic volumes. Airservices Australia uses Noise Abatement Procedures where possible to help manage how aircraft arrive and depart.

Melbourne Airport's current two-runway system.



Future operations

A future three-runway system is planned, including a new parallel north-south runway. It is expected to operate from around 2031. The purpose of the Eastern Extension Project is to restore the length of the east-west runway to ensure it retains the equivalent operational capability as the existing runway.

A representation of Melbourne Airport's future three-runway system.



A representation of the planned Eastern Extension Project, which remains subject to approvals.



Noise Sharing Plan

The Australian Government requires Melbourne Airport to develop a Noise Sharing and Airspace Concept Plan (referred to as the Noise Sharing Plan) as a condition of approval for the third runway.

The plan is being prepared by independent consultants and will guide how runways and flight paths are used once the three-runway system is in place. It aims to provide periods of respite for communities affected by aircraft noise, outside of peak periods and when conditions allow.

Noise sharing does not mean every area receives the same amount of noise. It means using runway and flight path options to avoid continuous exposure where possible.

What noise sharing means

Periods of respite, outside of peak periods and when conditions allow.

What it does not mean

The same amount of aircraft noise in every area.



www.melbourneairportprojectshub.com.au/noise-sharing-plan

Flight paths and runway operating modes

New flight paths will be introduced, and existing flight paths will be revised to support operations on the third runway.

These are complemented by additional runway operating modes to help share aircraft noise across communities, while maintaining safe and efficient operations.

The proposed runway operating modes influence which flight paths are used at different times, with changes based on safety, airspace, industry and community considerations.

Noise information and monitoring

Aircraft noise is monitored and reported using permanent and portable noise monitors, aircraft movement data and online tools such as WebTrak. Regular reporting helps explain current operations, trends and changes over time.

Aircraft noise complaints and enquiries are managed by Airservices Australia's Noise Complaints and Information Service.



www.airservicesaustralia.com/community/environment/aircraft-noise/

Noise mitigation and health

A Noise Amelioration Plan and Program will support eligible homes and sensitive public buildings in areas expected to experience significant aircraft noise.

An independent Community Health Study will begin before the third runway opens and continue for 20 years after operations start.

Both undertakings are conditions of Australian Government approval for Melbourne Airport's third runway.



www.melbourneairportprojectshub.com.au/noise-amelioration-plan-and-program

Planning controls

The Australian Noise Exposure Forecast, or ANEF, helps guide land use planning around airports. It is one tool among several used to understand and manage aircraft noise.

Melbourne Airport also uses other information, such as N-above contours, to show how often aircraft noise may be heard above certain levels.



Have your say

Scan the QR code to learn more and provide your feedback or visit the website at:
www.melbourneairport.com.au/master-plan-2027

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