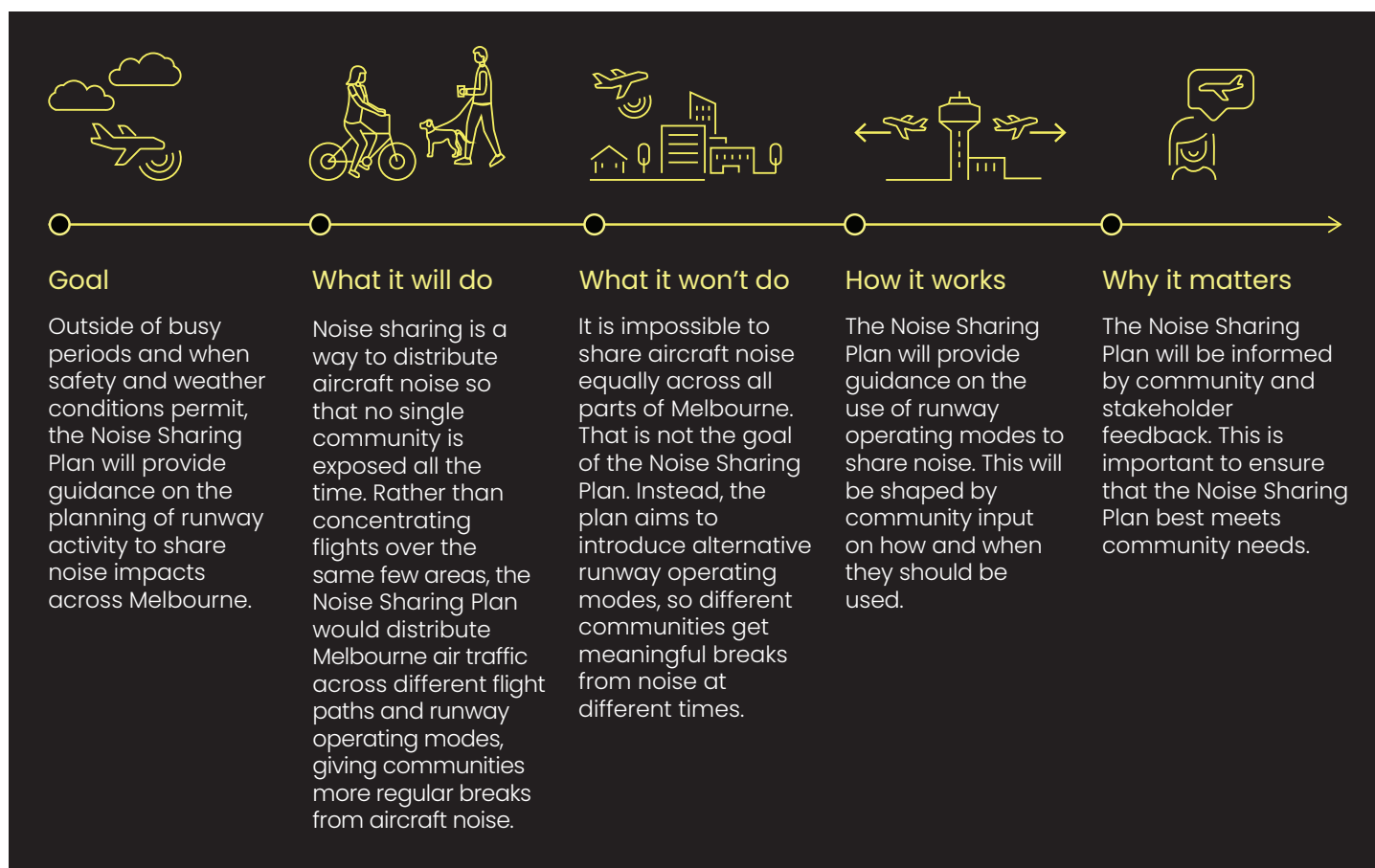


Explaining the Melbourne Airport Noise Sharing Plan

Melbourne Airport's Third Runway Project involves the construction of a new north-south runway to provide more capacity for passenger and freight movements, and to reduce delays and enable economic growth.

The third runway will allow 136,500 more arrivals and departures per year, making way for growth from 36 million passengers in 2025 to 76 million passengers by 2042. As more flights support Melbourne's growth, some areas will experience aircraft noise for the first time, and others will experience more than they currently have – but efforts will be made to share that noise.

Melbourne Airport is developing a Noise Sharing Plan. The Noise Sharing Plan is one of the conditions set by the Federal Government as part of the third runway approval. Melbourne Airport has engaged independent consultants to develop the Plan.



How will the Noise Sharing Plan be created?

The Noise Sharing Plan will be developed using stakeholder and community feedback and available flight data and modelling. With three runways in use, there will be different ways to manage arrivals and departures, creating opportunities to share aircraft noise. The Noise Sharing Plan will look at how Melbourne's east-west runway can be used more often, alongside the two north-south parallel runways. Most importantly, safety will be prioritised at all times.

Key steps to developing the Noise Sharing Plan

01



Flight path design and operational review

To understand the current context and concepts outlined in the approved Third Runway Major Development Plan.



02



Seek stakeholder and community feedback

Understand what is important to communities to inform the draft Noise Sharing Plan.



03



Input feedback and refine the preferred design and operating strategies

Use the feedback gathered, technical analysis and assessment of potential impacts on flights and communities to refine the preferred design.



04



Seek stakeholder and community feedback on draft Noise Sharing Plan

Including new runway operating modes that offer more opportunities to share noise.



05



Finalise the Noise Sharing Plan and publish

Consider community and stakeholder feedback prior to finalising the Noise Sharing Plan.



Options for noise sharing

There are a variety of options for noise sharing outside of peak periods and when safety and weather conditions allow:



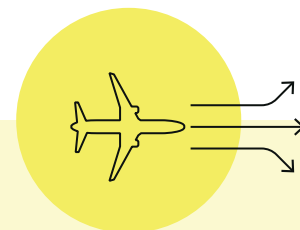
Using different runway operating modes to share noise

The operating modes might be used to manage the impact of aircraft noise on communities surrounding the airport, including providing communities with periods of relief from noise.



Scheduling respite periods for different areas across Melbourne

These might be either throughout the day, on a day-on / day-off program or week-on / week-off scenario.



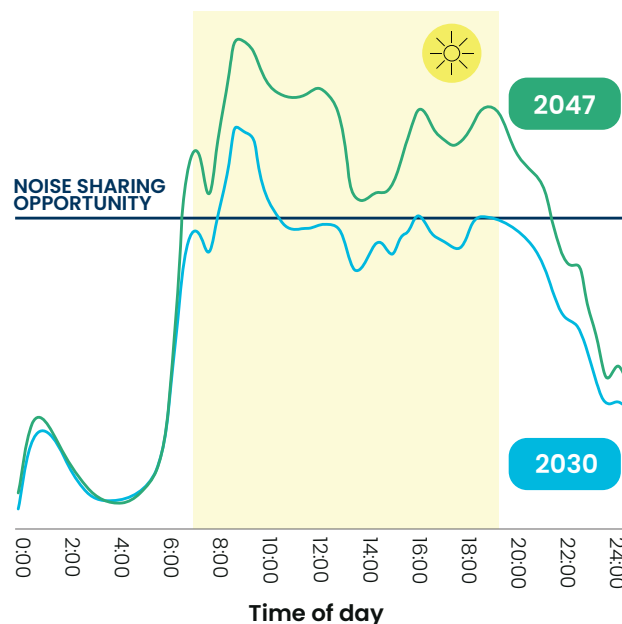
The process of scheduling respite and noise sharing involves multiple factors. Understanding community preferences is necessary before drafting the Noise Sharing Plan.

Constraints on noise sharing

Increased demand over time

Noise sharing can only be implemented once safety, weather conditions and demand allows and is most achievable outside of busy periods. Busy periods usually align to peak hours in the morning and afternoon. When the airport is experiencing busy periods, noise sharing is not possible.

When the third runway opens, the busy period between 7am and 11am will limit noise sharing opportunities. As population grows and demand for flights from Melbourne Airport increases, the times when we can share noise across Melbourne will decrease.



Weather and noise sharing

Weather conditions are a primary factor in determining which runway is used. Wherever possible, aircraft typically depart and arrive 'into' the wind.

Certain weather conditions such as wind and rain limit the availability of some runway operating modes and their associated noise sharing options, while others allow more flexibility to alternate runways and provide respite to surrounding communities.

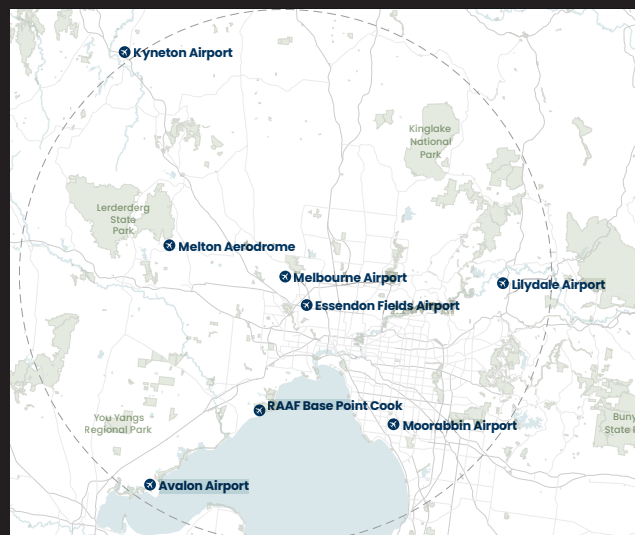
Switching between modes

Safety always comes first. This means that managing aircraft safely, responding to changes in weather, and managing traffic demand will take priority over noise sharing.

Changing between runway operating modes takes time and can temporarily reduce the airport's capacity. This means air traffic control may sometimes need to keep using a different mode than planned, or delay a change until it can be made safely.

Local Melbourne airports

The Noise Sharing Plan will take into consideration the operations of other airports around Melbourne.



What is the timeline for the Noise Sharing Plan?



If you require interpreter services, you can contact the free Translating and Interpreting Service on 131 450 and ask them to call us on 1800 810 680.

ਦੁਸਰੀਆਂ ਭਾਸ਼ਾਵਾਂ ਵਿੱਚ ਜਾਣਕਾਰੀ ਲਈ ਸਾਡੇ ਨਾਲ ਸੰਪਰਕ ਕਰੋ:
engagement@ghd.com

للحصول على معلومات بلغات أخرى، تواصلوا معنا عبر البريد الإلكتروني:
engagement@ghd.com

如果需要中文资料，请与我们联系：
engagement@ghd.com

Để biết thông tin bằng các ngôn ngữ khác, vui lòng liên hệ với chúng tôi qua email: engagement@ghd.com



Late 2025

Phase 1 - gather feedback on runway operating modes, flight paths and noise sharing



Early 2026

Review feedback and prepare the draft Noise Sharing Plan



Mid-late 2026

Phase 2 - public consultation on the draft Noise Sharing Plan



Early 2027

Draft Noise Sharing Plan is submitted for approval to the Federal Minister for Infrastructure, Transport, Regional Development and Local Government



Post approval of the Noise Sharing Plan

Airservices Australia will conduct detailed design, which involves safety assessments and operational validation on the flight paths.



Stay up to date

You can subscribe to receive emails on project updates and engagement opportunities.

Scan the QR code to stay informed and enter your email address to subscribe.