

Webinar #1 Melbourne Airport draft Noise Sharing Plan Q&A

Questions asked during the webinar and the answers provided.

Subject: Draft Noise Sharing Plan Released for Community Feedback - 10 August 2026

1. **Question:** How are operations and feedback from other airports considered in the plan for sharing the noise, and do the respite periods include additional periods for communities directly under the flight paths from Essendon Airport?

Answer: No. The draft Noise Sharing Plan is for Melbourne Airport. While it considers aircraft movements from other airports in the design, it does not include respite periods from those airports.

If the design of Melbourne's flight paths has an impact on Essendon, Avalon or Moorabbin Airports, it would likely lead to some form of engagement with them. However, the Plan does not look at respite periods for communities under the Essendon Airport flight paths.

2. **Question:** What is the existing noise duration and volume over current suburbs, and how will that be increased and shared across Melbourne – including the methodology behind it?

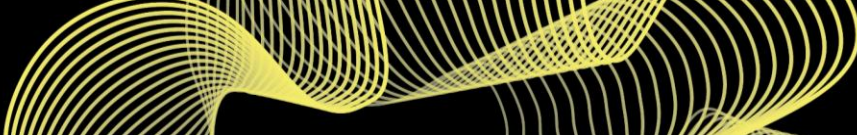
Answer: To find out about existing noise over suburbs in Melbourne you can see the flight paths, current or historical usage at your location: [Noise Sharing Plan | Major Projects Hub | Melbourne Airport](#). The tool also includes contours showing how events above a certain decibel level look and feel from your address.

For historical information there are a number of additional tools on the Airservices Australia website. '[Aircraft in your Neighbourhood](#)' is a good tool that reports on current aircraft operations and includes noise monitoring information. This provides a starting point for a comparative assessment against the expected future situation shown through the different time horizons in the interactive tool on the Noise Sharing Plan page. It should be noted this information is based on modelling.

3. **Question:** Will the third runway result in more flights over Werribee and Hoppers Crossing, and will the impact be significant?

Answer: It is best assessed by dropping the specific location into the interactive tool: [Noise Sharing Plan | Major Projects Hub | Melbourne Airport](#). You can also see the fact sheet for suburbs west of Melbourne Airport which outlines regional specific information including maps:

<https://media.caapp.com.au/D033jkAniT6f.pdf>



You will see in the fact sheet that there are new flight paths coming from the west and heading down towards Port Phillip Bay before turning north to the airport. Both locations are worth checking in the interactive tool.

Hoppers Crossing is one of the in-person drop-in locations, where fact sheets will be available to go through the information together in person. We encourage people to come to any of the in-person sessions so we can walk through the interactive tool and changes together.

4. **Question:** What does it mean in the interactive tool when it says that, over 24 hours, there will be more than five events over 50 decibels at that address?

Answer: This is an 'N above' contour, which shows the number of times (or events) an aircraft would produce sound above a particular decibel rating. For example, an N24 shows how many events over the stated decibel level occur across a 24-hour period. The contour is colour-coded and explained in the legend. It is not an indication of where noise ends – it reflects the number of events above a decibel rating. In this case, it means there are five events over the 24-hour period that are over 50 decibels.

5. **Question:** What is the plan from Melbourne Airport for monitoring aircraft noise in the communities to verify that airlines are implementing the required approach and departure procedures to minimise noise?

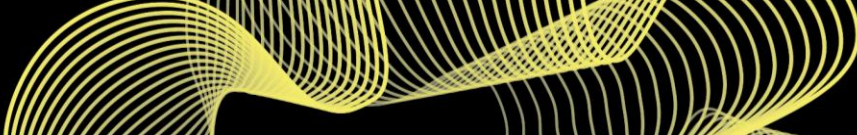
Answer: There are a number of ways noise is monitored. Melbourne Airport have a number of noise monitors in the community as do Airservices Australia at different locations within the Melbourne basin. Once the Plan is approved and endorsed by Airservices and the Minister, there will be a number of reporting functions embedded within the report that Airservices will be required to deliver. Airservices already reports on current noise abatement procedures and how Melbourne operates, and the noise sharing components and runway alternation will be managed through that process. Measures such as aircraft staying on track already happen today and could also be considered as part of the Noise Sharing Plan.

See [Aircraft in my Neighbourhood](#) for existing Airservices Australia reporting.

6. **Question:** Who is the regulator for noise sharing once it is implemented?

Answer: There is currently no legislated position to regulate noise sharing. For noise, there is no Civil Aviation Safety Authority equivalent. However, the Aircraft Noise Ombudsman (ANO), who examines how noise complaints are investigated and followed up by Airservices Australia.

7. **Question:** How likely is it that the feedback provided will be incorporated into the final Plan given the number of non-negotiables, and are there examples where feedback has been taken on board?



Answer: Some of the regional changes have been made on the back of feedback, particularly changes that move flight paths away from more populated areas. Last engagement period we asked people if we could alter runways would you prefer them within the day, week, or month. Most people said they prefer a break, or respite, in the day (intraday). This has been provided as a recommendation in the draft Noise Sharing Plan.

8. **Question:** Is there an N-rating cut-off to receive noise insulation (housing upgrades)?

Answer: This is out of scope for this project. It has been taken on notice and can be followed up with the Melbourne Airport team.

9. **Question:** Given how Melbourne is expanding, will a curfew ever be considered?

Answer: A curfew is not being considered in the Noise Sharing Plan. A curfew at an airport is a legislated instrument set by the government, so it is not something that can be provided through the Noise Sharing Plan process.

10. **Question:** In your experience, how close do actual flight paths and noise outcomes get to what is being modelled (real life versus the concept and the modelling)?

Answer: The modelling has been calibrated, though an exact decibel confirmation cannot be given. This approach is used at many airports around the world and is the main mechanism for providing a forecast of noise impact, so it is expected to be quite accurate.

11. **Question:** Will the new runway affect the aircraft viewing area on Operations Road?

Answer: The future of the aircraft viewing area on Operations Road is still being considered as part of Melbourne Airport's broader planning for the Visitor Centre and related facilities. At this stage, no final decision has been made about how the viewing area may be affected by the new runway. Melbourne Airport is continuing to assess options and will provide further information once plans have been confirmed. Updates will be shared with the community as planning progresses.