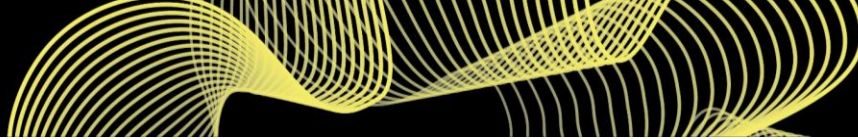


Webinar #2 – Noise Sharing Plan for the Melbourne Airport 3rd Runway – Question and Answers

The below questions were asked throughout webinar 2 held on Thursday 13 November.

Questions	Answers
Will there be a curfew?	<p>There is no curfew at Melbourne Airport. It currently, and will continue to, operate 24 hours a day.</p> <p>The Noise Sharing Plan considers how noise can be managed through runway operating modes and associated flight paths.</p>
Will residents in the direct flight path receive compensation for insulation in their properties?	<p>Compensation for property insulation is not part of the Noise Sharing Plan. However, Melbourne Airport is developing a Noise Amelioration Plan to address significant aircraft noise impacts for eligible homes, schools, health, and childcare facilities in the Hume and Brimbank areas.</p> <p>Click on the link below to learn more about eligibility and the Noise Amelioration Project:</p> <p><u>Noise Amelioration Plan and Program Major Projects Hub Melbourne Airport</u></p>
If air safety is always prioritised and the plan only operates outside busy times and depends on weather, how realistic is it that community concerns will have a real impact?	<p>Community input is critical. Your feedback helps shape the list of preferred runway operating modes that can be used by Air Traffic Control for flight path planning. If one mode isn't available due to weather or capacity, Air Traffic Controllers move down the list, meaning your preferences directly influence which runway operating modes are favoured and how they alternate.</p> <p>Have your say by completing the survey: <u>Survey Major Projects Hub Melbourne Airport</u></p> <p>Noise sharing can only be implemented once safety, weather conditions and demand allow and is most achievable outside of busy periods. Busy periods usually align to peak hours in the morning and afternoon.</p>
How much influence can the community have?	<p>We are still early in the Noise Sharing Plan project, and this is a crucial time for the community to influence outcomes. Feedback is currently being sought to inform the draft Noise Sharing Plan that will be open for public consultation mid-late 2026. Your input will help determine how runway operating modes are prioritised and how noise sharing is implemented across Melbourne.</p> <p><u>Noise Sharing Plan Major Projects Hub Melbourne Airport</u></p>
Will the modes include the existing parallel runway and the new runway operating at the same time?	<p>Yes. This is called mixed runway operating mode, where both parallel runways operate simultaneously for arrivals and departures. Mixed runway operating modes will be required during peak demand periods at Melbourne Airport.</p> <p>Learn more about runway operating modes: <u>Noise Sharing Plan Airport Modes FINAL GHD.pdf</u></p>
Is there a guarantee that Airservices Australia will follow the Noise Sharing Plan principles and runway modes?	<p>The Noise Sharing Plan outcome, shaped by current community consultation and feedback, will inform Airservices Australia's runway operating mode priorities in the published Noise Abatement Procedures (NAPs) for Melbourne Airport.</p> <p>More information on NAPs can be found on the <u>Aircraft in Your Neighbourhood</u> site.</p> <p>Note, operational exemptions will apply that may result in modes not being used when planned, for example in adverse weather, emergency situations or due to runway availability during maintenance works or</p>



Questions	Answers
	<p>unplanned outages.</p> <p>Airservices Australia's endorsement of the Noise Sharing Plan is a crucial step in the Minister for Infrastructure, Transport, Regional Development and Local Government accepting the Noise Sharing Plan.</p> <p>We are working closely with Airservices Australia throughout the development of the Noise Sharing Plan.</p>
How useful is the interactive tool if final flight paths aren't confirmed?	<p>The interactive tool shows the current runway operations using historical flight data and the proposed runway operating modes based on the Major Development Plan (MDP) for Melbourne Airport. These use "swathes," which represent likely flight paths. While final flight paths may be refined after air traffic simulations and safety checks, the design is expected to remain very close to what's shown now.</p> <p>Explore the interactive tools here: Noise Sharing Plan Major Projects Hub Melbourne Airport</p>
Why do planes taking off to the south always turn right? Why not fly further south and turn over the bay?	<p>Currently, aircraft departing south typically turn right if their destination is to the north. This route avoids the Essendon Airport airspace and provides the most efficient route under current operations.</p> <p>When the new parallel runway opens, this will change. Right turns will shift to the new runway, while flights departing from the existing runway will typically continue straight over the bay before turning left. This change will shorten routes to Sydney, Brisbane and other eastern destinations.</p>
Wind direction is an important safety consideration for the choice of runway use. At one stage recently, Melbourne Airport proposed closing the east-west runway altogether. Has safety become more important in the last few months?	<p>Safety has always been the top priority.</p> <p>The Major Development Plan for Melbourne Airport anticipated using north-south parallel runways primarily, with the east-west runway retained as a contingency for strong crosswinds.</p> <p>Aircraft need to take off and land into the wind. Historic data shows winds are mostly northerly or southerly, so the east-west runway is rarely needed but keeping it provides flexibility and more options for noise sharing and respite. Cross-winds typically have a northerly or southerly component which permits the safe use of the north-south runway.</p>
What is the revenue uplift for the Melbourne Airport as a result of the third runway?	<p>Melbourne Airport's financial information is publicly available in Melbourne Airport's Economic and Social Impact Report 2025: Melbourne Airport 2025 Economic and Social Impact Report.pdf</p>
What before and after aircraft noise monitoring will be performed and how long will it run for?	<p>Once the Noise Sharing Plan is approved and flight paths are finalised, Airservices Australia will conduct noise monitoring before the new runway opens and continue after.</p> <p>Noise monitoring results will be available on WebTrak</p>
If noise sharing becomes impossible in 2047, is its purpose simply to acclimatise communities to increased aircraft noise by then?	<p>The Noise Sharing Plan was made a condition of approval for the Third Runway by the Federal Minister for Infrastructure, Transport, Regional Development and Local Government.</p> <p>Its primary objective is to provide periods of respite and distribute noise impacts more evenly across different areas, rather than concentrating them on one community.</p> <p>While future traffic growth may limit noise sharing for longer parts of each day, the intent remains to minimise concentrated impacts and improve predictability for residents outside of peak periods.</p>