

Webinar #2 Melbourne Airport draft Noise Sharing Plan Q&A

Questions asked during the webinar on 1 September 2026, and the answers provided.

1. **Question:** We are in Brimbank and find that it's not the planes that fly over top of our house that cause disruptive noise, but the sound of large/old planes taking off in the opposite direction to our house. The "blowback"? (Not sure what it is called) in combination with wind blowing the noise in our direction. Your proposal will increase our noise level if they take off into the wind.

Answer: All aircraft currently take off and land into the wind, this will not change from your current experience for aircraft taking off as part of the Third Runway project or the Noise Sharing Plan. To find out about existing noise over suburbs in Melbourne you can see the flight paths, current or historical usage at your location visit: [Noise Sharing Plan | Major Projects Hub | Melbourne Airport](#).

2. **Question:** Instead of "sharing" noise, have you considered reducing it by offering people subsidies on doubled glazed windows/doors? Level of subsidies could be based on noise zone.

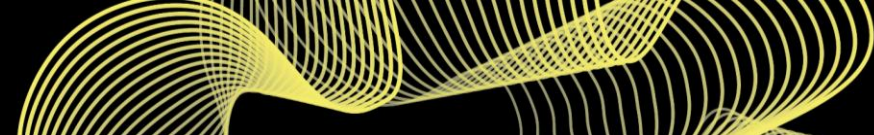
Answer: The draft Noise Amelioration Plan developed by Melbourne Airport, will provide information about some subsidies for communities most affected by increased noise as a result of the third runway. The program will include improvements to eligible properties, primarily in Hume and Brimbank to reduce aircraft noise. Improvements may include initiatives like installing double-glazed windows, adding ceiling insulation, and better sealing of doors and vents. To find out more information, visit the [Noise Amelioration Plan and Program page](#).

3. **Question:** How does this process integrate with the Draft 2027 Melbourne Airport Master Plan process?

Answer: Master Plan 2027 and the draft Noise Sharing Plan are separate but complementary planning processes. Master Plan 2027 is required under the *Airports Act 1996* and sets out Melbourne Airport's long-term vision for the next 20 years, including future development, land use, ground transport and environmental management. The draft Noise Sharing Plan is an operational plan and a condition of the Federal Government's approval of the third runway. It focuses specifically on how the runways would be used once the third runway opens in 2031 and all associated construction works are complete.

Both documents are on public exhibition at the same time, but they are separate processes with separate submission points. The consultation periods are as follows:

- Preliminary draft Master Plan 2027: 10 August 2026 - 11 November 2026, submissions can be made through the [Master Plan submissions page](#).
- Draft Noise Sharing Plan: 10 August 2026 - 02 October 2026, feedback can be provided through the [survey](#) or via the Noise Sharing Plan [contact page](#).

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4. **Question:** The inner suburbs are already experiencing substantial background noise from traffic, trams, construction, heavy vehicles and the rapid intensification of established areas. Victoria's Housing Statement is also seeking to deliver 800,000 additional homes across the state between 2024 and 2034, with significant growth in established areas. Does the Noise Sharing Plan consider the existing and increasing background noise burden of the communities receiving additional aircraft noise, or is aircraft noise assessed in isolation? If it is the latter, how can the resulting distribution really be described as equitable?

Answer: A Noise Sharing Plan guides how runways and flight paths are used, and it is only one part of how aircraft noise is managed. It does not control or model other sources of urban noise, such as road traffic, trams, construction or land use planning.

Existing aircraft noise exposure is taken into account. The draft Plan starts from the runway operating modes used today and how often each is used, and considers new modes introduced by the Third Runway Major Development Plan alongside them.

Regarding equity, it is impossible to share aircraft noise equally across all parts of Melbourne, and that is not the goal of the draft Noise Sharing Plan. The objective is to rotate runway operating modes and flight paths when safety and weather conditions allow, so that no single area continually experiences aircraft noise from Melbourne Airport and communities get meaningful breaks at different times.

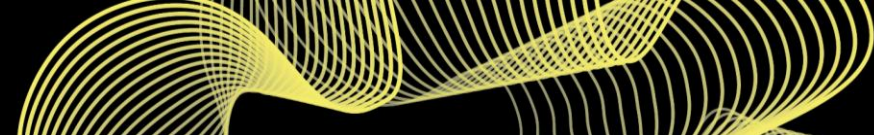
5. **Question:** The Noise Sharing Plan is presented as a way of fairly sharing aircraft noise and providing communities with respite. But when I use the interactive tool for my location in Carlton, it shows approximately 13 aircraft movements per day now, or around 17 on a busy day, increasing to approximately 87 per day or 204 on a busy day in 2031, and approximately 133 per day or 303 on a busy day by 2047. How can an increase of that magnitude be understood as simply 'sharing' noise? Isn't the reality that we will—in fact—be redistributing a substantially larger overall noise burden across a larger number of communities?

Answer: The third runway will ensure that the forecast growth can be managed safely and efficiently. This growth will allow around 136,500 more arrivals and departures each year to support a forecast increase to more than 76 million passengers a year by 2042.

The draft Noise Sharing Plan guides how the three runways and associated flight paths are used, and when. It aims to share aircraft noise outside of busy periods and when weather conditions allow.

Under the current runway configuration, some departing aircraft are able to turn to the west after take-off before continuing north. With the introduction of the new runway, this departure route cannot be retained in some future runway operating modes because it would conflict with aircraft departing from the new runway.

As a result, some aircraft that previously departed towards the west will instead need to use flight paths that track further south, contributing to an increase in aircraft movements over and around Carlton.

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1. **Question:** How much will the east west runway be used when the third runway opens, both number of planes arriving and departing on this runway?

Answer: The east-west runway (also called cross runway or Runway 09/27) remains an important part of the three-runway system. A condition of the Federal Government's approval requires Melbourne Airport to maintain sufficient capacity on the east-west runway to support effective noise sharing.

Melbourne Airport currently uses a combination of eight core runway operating modes, and how often each is used is determined by safety, weather, flight demand and the priority order of the modes. The draft Noise Sharing Plan proposes to increase the number of modes from 8 to 14, which will include the use of the east-west runway.

There is no single fixed daily number of arrivals and departures for the east-west runway. In peak periods, the two north-south runways will be prioritised to efficiently manage aircraft and airspace demand. Outside of these periods, the cross runway can be used. The forecast usage range of the existing and proposed runway operating modes can be found under each mode in the draft Noise Sharing Plan and the [draft Noise Sharing Plan summary](#).

2. **Question:** What does digitally simulated mean by Air Services Australia? How will this assist residents?

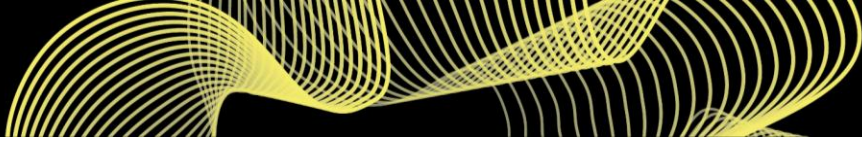
Answer: Digital simulation and validation of flight paths is the next step in the project timeline, scheduled for early 2027. During this process the proposed flight paths, runway operating modes and airspace design are recreated in the same system used by air traffic controllers and tested under a range of realistic conditions, including different weather conditions, traffic volumes and aircraft types. This testing helps confirm the design is safe, efficient and practical to operate in day-to-day conditions.

For residents, this testing is important because it confirms whether the noise sharing modes outlined in the draft Noise Sharing Plan can be delivered in day-to-day operations, rather than only in theory. It also helps identify any adjustments needed to address safety or operational requirements before the Plan is finalised. Any changes resulting from the testing will be incorporated into an updated Noise Sharing Plan, and the community will have an opportunity to provide feedback on those changes.

In addition to conducting the digital simulation, Airservices Australia is contributing technical input to the draft Noise Sharing Plan and must endorse the final Plan before Melbourne Airport submits it to the Federal Minister for review.

3. **Question:** Was an option given for no flights at night?

Answer: The Noise Sharing Plan does not consider the introduction of a curfew or restrictions on night-time flights. Curfews and airport operating restrictions are matters determined by the Australian Government through legislation and broader aviation policy, rather than through the Noise Sharing Plan process.



In the Australian Government's Aviation White Paper (released in 2024), the Government reaffirmed its position that it will not impose additional operating constraints, such as curfews or movement caps, at airports where these restrictions do not already exist. Consistent with this policy position, the purpose of the Noise Sharing Plan is to explore how flight paths may be used and managed within the airport's approved operating framework, including measures to share aircraft noise more equitably across affected communities.

As a result, a curfew or "no night flights" option was not considered as part of the draft Noise Sharing Plan. Instead, the Plan focuses on managing aircraft noise through operational measures within the existing regulatory and policy framework. Consistent with current operations, the preferred approach is for aircraft to arrive and depart to the north, where fewer people live. When this is not possible, existing runway operating mode priorities will be used ahead of modes that utilise the new third runway.

4. **Question:** What do you mean by 'magnetic headings'?

Answer: Runways are named using numbers representing the magnetic bearing – the compass direction – of the runway, with each end named from the pilot's perspective. When we refer to magnetic headings, we are describing the direction the aircraft is heading either for departures or arrivals.

Melbourne Airport's current north-south runway is Runway 16/34 ("one six, three four"): an aircraft arriving or departing on Runway 34 has an initial or final bearing of 340 degrees, towards the north, while Runway 16 points to 160 degrees, towards the south.

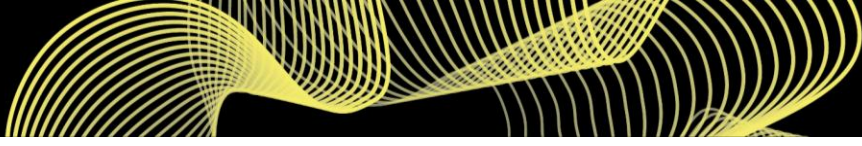
5. **Question:** Is there a link to sessions for those that can't use a QR code?

Answer: Yes. All upcoming in-person sessions are listed on the consultation tab of the [Noise Sharing Plan page](#) on Melbourne Airport's Major Projects Hub www.melbourneairportprojectshub.com.au, where you can register online without needing to scan the QR code. Links were provided in the Q&A during the webinar.

6. **Question:** Are you assessing the cumulative noise impacts to residents from other airports and infrastructure?

Answer: The draft Noise Sharing Plan models noise from Melbourne Airport aircraft movements only. It does take account of aircraft movements at other airports or infrastructure project across Melbourne.

In practical terms, this means that when you are receiving respite from Melbourne Airport aircraft, you may still experience noise from other airports, emergency aircraft or other sources. Broader cumulative and health impacts are considered separately through the independent [Community Health Study](#).

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7. **Question:** Are airfreight aircraft accounted for?

Answer: Yes. Airfreight aircraft arriving at and departing from Melbourne Airport are accounted for in the modelling.

8. **Question:** What consultation has been undertaken with Victorian Councils and State Government agencies to date?

Answer: Local, state and federal MPs have been offered in-person or virtual briefings so that they can understand the scope and proposed changes to runway operating modes and flight paths provided in the draft Noise Sharing Plan. A number of briefings have been and will continue to be conducted as part of the Noise Sharing Plan process.

9. **Question:** If the total number of aircraft movements is increasing so dramatically, what does 'respite' actually mean? What kind of public health guidelines are used for this project?

Answer: Aircraft noise associated with the draft Noise Sharing Plan is assessed using established aviation noise modelling methods, including the Australian Noise Exposure Forecast (ANEF) system and other recognised aircraft noise metrics used across Australia for airport planning and reporting. These metrics consider factors such as the number of aircraft movements, aircraft type, flight paths and time of operation.

In the draft Noise Sharing Plan, respite means a period of reduced aircraft noise from Melbourne Airport. People may still hear other aircraft, such as emergency helicopters or planes travelling to and from other airports. To help provide respite, the draft Plan gives preference to the east-west runway outside peak periods, where operational conditions allow, reducing aircraft movements over communities north and south of the airport.

The draft Noise Sharing Plan itself does not assess health impacts. As a separate requirement of the Australian Government's approval conditions for Melbourne Airport's third runway, an independent long-term Community Health Study is being undertaken to assess potential health and wellbeing impacts associated with aircraft noise before the runway becomes operational and for up to 20 years after operations begin. Health impacts are examined separately through the [Community Health Study](#).