

FREQUENTLY ASKED QUESTIONS

Here are some answers to common questions about this project, and about related topics. If you feel anything is missing or could be improved, please let us know at NAPP@melair.com.au

What is the Noise Amelioration Plan & Program?

The Federal Government's approval of the third runway project in September 2024 includes requirement to develop a Noise Amelioration Plan. The Plan will be submitted to the federal government for approval in 2026 and, following approval, will then be delivered through a Noise Amelioration Program until and after the new runway opens in 2031.

Melbourne Airport has a team working on this – we're calling it the Noise Amelioration Plan & Program.

What does "amelioration" mean?

Amelioration has a similar meaning to "mitigation" or "treatment".

Relating to aircraft noise, it refers to measures taken to reduce community impacts through building improvements.

Building improvements will generally be types of "attenuation", which are physical ways to reduce the effects of significant noise, like:

- Sound-proof door and window seals
- Solid-core doors and enclosed eaves
- Roof insulation
- Double-glazed windows
- Mechanical ventilation systems

Why is this project required?

Melbourne Airport operates 24 hours, 7 days a week and is growing. Introduction of the third runway at Melbourne Airport will increase community exposure to aircraft noise. The effects of this will be most significant close to the airport, where the volume and frequency of low altitude overflights could impact amenity and health.

Why are there homes in areas with high aircraft noise?

The remote site at Tullamarine was selected in the 1950s and the airport was opened in 1970. Despite consistent

State planning policy supporting the airport's 24-hour operation, the city has grown towards it.

Various planning overlays have existed since 1992 that were designed to avoid developing residential communities and sensitive facilities in areas where significant aircraft noise impacts exist and are expected.

Where buildings have been subject to these controls, AS2021:2015 (Acoustics – Aircraft Noise Intrusion – Building siting and construction) construction standards applied with the objective of ensuring homes subject to aircraft noise are appropriately developed.

Where is the amelioration happening?

This project is required to be delivered to specific areas where significant noise is projected by Melbourne Airport's Australian Noise Exposure Forecast (ANEF). Melbourne Airport is working on an updated ANEF that includes the latest development and growth forecasts – it will be ready in mid-2026.

We know that the updated ANEF contours for this project will be limited to the parts of Hume and Brimbank council areas that are closest to the airport, particularly Keilor and Bulla.



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About aircraft noise and the Noise Amelioration Plan & Program

What is an ANEF?

The Airports Act 1996 requires that each airport Master Plan include an Australian Noise Exposure Forecast (ANEF) to determine likely noise exposure around the airport. An ANEF is a map overlaid with "contours" that show where aircraft noise of different intensities will occur in the future. The model includes data about:

- How Melbourne Airport plans to use its runways
- How and when flight paths are expected to be used for arrivals and departures
- What aircraft airlines will operate (and their noise performance)
- Expected airline demand for flights to/from Melbourne

ANEF models are produced regularly by all major Australian airports. They are reviewed and endorsed for accuracy by Airservices Australia.

Will amelioration eliminate all aircraft noise?

Though noise attenuation measures can significantly reduce aircraft noise, they cannot eliminate it. There is an Australian Standard* that sets noise level objectives for new-build construction in areas significantly affected by aircraft noise. This Standard also defines this project's objectives for treating indoor spaces.

*AS2021:2015: Acoustics—Aircraft noise intrusion— Building siting and construction.

Eligibility and participation

Who is eligible?

Eligibility will be determined by the boundary of the updated ANEF 25+ contours that will be available in 2026. We can't advise eligibility any earlier because we need to update the ANEF model to incorporate all the latest developments and forecasts.

Priority will be given to structures where sleep, learning, communication and annoyance outcomes can be significantly improved. This means we'll be focusing on homes, schools, childcare centres and medical centres.

Are there conditions or exclusions?

There are some qualifications for project eligibility, including a building must:

- Be located within the ANEF 25+ noise contour
- Be built under a planning approval issued before 14 November 2022
- Not be restricted by a State planning law (e.g. heritage overlay)
- Not already be compliant with AS2021:2015

How can I find out if my property qualifies?

Once the Noise Amelioration Plan has been approved in 2026 and the updated ANEF is available, Melbourne Airport will publish a map of the eligible areas. We will also directly contact each eligible property to start the process of amelioration.

If I'm eligible, do I have to participate?

Melbourne Airport cannot compel anyone to participate in this project. At the right time we will make sure that all eligible property owners are aware of their eligibility and

offer to get them involved. Owners are entitled to refuse but we'll keep their offer open until the project is closed.

Sale of an eligible property while the project is open will not affect its eligibility. A new owner can access the program if the property hasn't already been treated.

Who will do and pay for the work?

Melbourne Airport will assemble a suitable group of accredited contractors that will assess properties and recommend suitable treatment options. Once works are agreed, Melbourne Airport will pay builders directly for the work.

I've already done some work to my house, can I be reimbursed?

Melbourne Airport will only cover works undertaken by this project.

Will there be acquisitions?

Melbourne Airport is not required to acquire any property for noise amelioration, or any other part of the third runway project. The property on which Melbourne Airport is located is large enough to ensure that there are no homes close enough to be in extreme noise forecast areas.

What will happen to property values?

A 2020 assessment of property values found no significant long-term impact for residences under Melbourne's flight paths. Investment performance and sale rates were very similar, regardless of exposure to aircraft noise.

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Amelioration modifications will be designed to preserve aesthetics and may even improve property amenity due to increased comfort and energy efficiency.

Can I get other compensation for my property?

The noise amelioration project's objective is to treat the impacts of aircraft noise where sleep, learning, communication and annoyance outcomes can be significantly improved. This is a significant investment to support property improvements. Melbourne Airport will not be providing other types of compensation to residents, organisations or businesses.

Are there deadlines or time limits to participate?

Once approved, Melbourne Airport will offer its Noise Amelioration Program to eligible properties. The program will be available until 2038, but we'll encourage participants to register early so that work can be done ASAP and before the new runway opens in 2031.

Funding

How much will this cost?

The total cost of the project isn't known yet. We're researching how best to serve the project's objectives first and will have a better idea once the Noise Amelioration Plan has been approved.

How is this being funded?

Melbourne Airport's projects are funded privately through commercial partnerships with airlines.

Similar projects

Where and how has this been done before in Australia?

Government-funded noise amelioration projects acquired and insulated properties in high noise areas near Sydney and Adelaide airports. A similar program has also been announced for Western Sydney International Airport in readiness for its opening in 2026.

The government funded the costs of works to a maximum limit of \$60,000 per household in Sydney and \$70,000 per household in Adelaide. Costs were recovered through a levy charged to airlines using those airports.

Where and how has this been done before internationally?

Noise amelioration projects with similar objectives to Melbourne's have been undertaken around the world. We've been looking at the following to help design our project:

- UK (Heathrow, Gatwick, Dublin, Edinburgh)
- US (Boston, Chicago, Los Angeles, San Francisco)
- Europe (Frankfurt, Schiphol)
- Asia Pacific (Tokyo, Auckland, Wellington, Christchurch)

Noise Amelioration Program

We haven't yet developed all the details of the program, but when we do, we'll add more FAQs, like:

- Will the work affect the appearance of my home?
- How long does the process take from assessment to completion?
- Is there a complaints process?
- Will I get a warranty for works?
- Will I get to choose treatments for my home?
- I'm not eligible, what can I do?

More info

Where can I get more information or assistance about noise amelioration?

You can contact us via:

Email: NAPP@melair.com.au

Mail: Head of Noise Amelioration
Melbourne Airport Management
Locked Bag 16, Tullamarine, VIC, 3043

Where can I find more information about the new runway?

This website contains information about several major projects being undertaken at Melbourne Airport, including information about the runway including fact sheets, videos, and the flight paths and noise tool.

Visit www.melbourneairportprojectshub.com.au