

Chapter C2

Airspace Architecture and Capacity



Summary of key findings:

Most parts of Melbourne currently experience some level of aircraft noise during the day.

To facilitate new parallel runway operations, changes to airspace architecture including new flight paths and airport operating modes are required.

New flight paths for approaches and departures on the new runway, and changes to existing flight paths, will also be required.

Flight paths for Melbourne Airport's Third Runway (M3R) have been developed by Melbourne Airport with assistance from Airservices Australia, considering the latest design criteria that apply to parallel runway operations.

These flight paths consider safety, air traffic management, aircraft noise, environmental and social impacts.

Procedures have been put in place to ensure safe and efficient airspace operations, including providing access for all airspace users.

The airspace architecture has been designed to minimise community impacts as much as possible through the incorporation of flight path design principles intended to avoid, manage or otherwise minimise the unavoidable residual impacts.

Opportunities exist to further reduce these residual impacts in future.

Melbourne Airport has developed an online noise tool to help members of the public assess forecast noise impacts.