

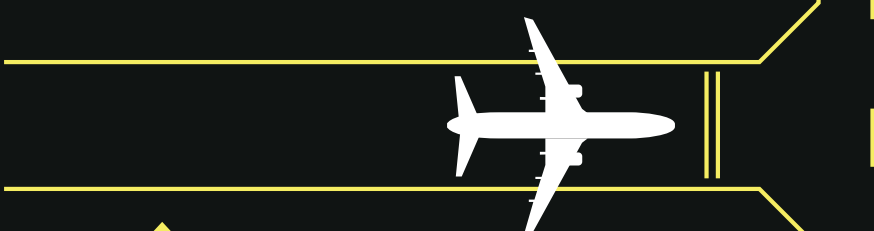
Melbourne Airport Noise Sharing Plan – Flight Paths

Melbourne Airport's Third Runway Project involves the construction of a new north-south runway to provide more capacity for passengers and exports, support competition, reduce delays and enable economic growth.

As more flights support Melbourne's growth, some areas will experience aircraft noise for the first time, and others will experience more than they currently have – but efforts will be made to share that noise.

Melbourne Airport is developing a Noise Sharing Plan. The Noise Sharing Plan is one of the conditions set by the Federal Government as part of the third runway approval. Melbourne Airport has engaged independent consultants to develop the Plan.

The third runway will allow



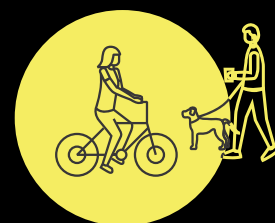
136,500 more arrivals
and departures per year,

making way for growth to
76 million passengers by 2042.

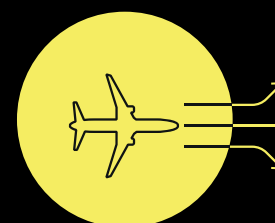
The Noise Sharing Plan will:



Share aircraft noise
across different areas



Give communities
a meaningful break
from aircraft noise,
called respite



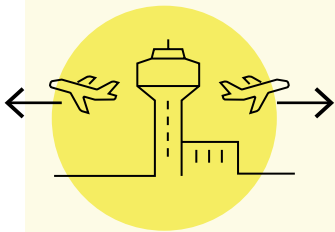
Use different runway
operating modes
depending on weather
conditions and flight
demands

Flight paths explained

A flight path is the route an aircraft follows through the sky. It's made up of a series of points that aircraft navigate between, which guide them both side-to-side (laterally) and up-and-down (vertically).

Air Traffic Control guide aircraft along flight paths to keep aircraft safe and organised as they come and go from the airport.

On a map, a flight path is usually shown as a single line. In real life, aircraft don't always fly exactly on that line. How close they are on the flight path depends on the type of aircraft, its weight and speed, the weather, and instructions from Air Traffic Control to manage traffic flow and aircraft safety. Because of this, aircraft can be spread out several kilometres on either side of the line shown on a map.



How runways are used affects flight paths

Flight paths are linked to how runways at an airport are being used - known as runway operating modes.

Air Traffic Control decides which runways to use based on the weather conditions, wind direction and speed and how busy the airport is. When Air Traffic Control changes the runway mode, the flight paths for arriving and departing aircraft also change. This is why communities may see and hear different aircraft patterns overhead at different times.



Flight paths determine where aircraft fly

Flight paths determine where and at what altitude aircraft fly. This affects how different communities see and experience aircraft and their associated noise. The flight paths in use depend on which runway operating modes are being used at the time.

By switching between different runway operating modes, different flight paths are used, so noise is shared between different areas across Melbourne instead of always affecting the same places.



Changing runway operating modes can give communities a break from aircraft noise

Outside of busy periods and when weather conditions allow, runway operating modes can be changed to give different communities a break from aircraft noise, also called noise respite.

Deliberately alternating between runway operating modes to help share aircraft noise could be done:

1. At certain times during the day
2. On alternate days of the week
3. Over a longer period of time, for example alternating runway modes on a week-by-week or month-by-month basis.

Flight paths in the Major Development Plan

The flight paths depicted in this fact sheet have been included in previous community and stakeholder consultation as part of the Melbourne Airport Third Runway Major Development Plan. The Major Development Plan introduced new flight paths and the expected usage of those paths and sought community feedback on the proposed operations, which was considered in finalising the Plan.

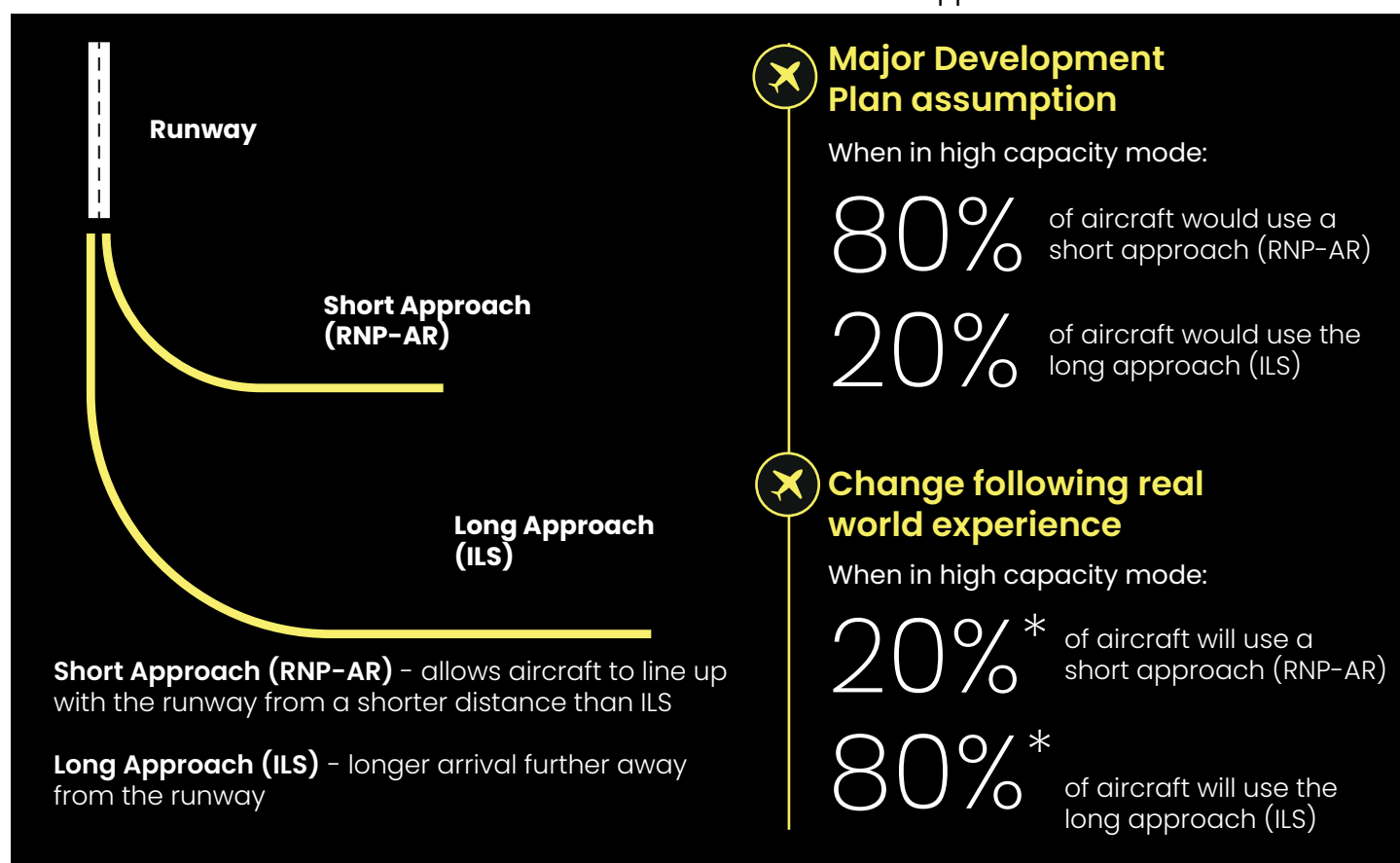
Flight paths are subject to change if required for safety or technical reasons.

Changes to how flight paths are used

As part of the Major Development Plan there were a number of assumptions regarding the usage of flight paths across the whole flight path design. One assumption was the very limited use of the shorter east-west runway.

Since the approval of the Major Development Plan for Melbourne Airport, the Noise Sharing Plan focuses on continued use of the east-west runway and associated flight paths in line with today's operating practices.

Each runway end has a long and a short approach. The long approach can be flown by all aircraft and the short approach by aircraft with GPS navigation technology that are certified for this procedure. To safely move aircraft traffic and coordinate arrivals, the long approach will likely be required more often than the short approach.



* approximately

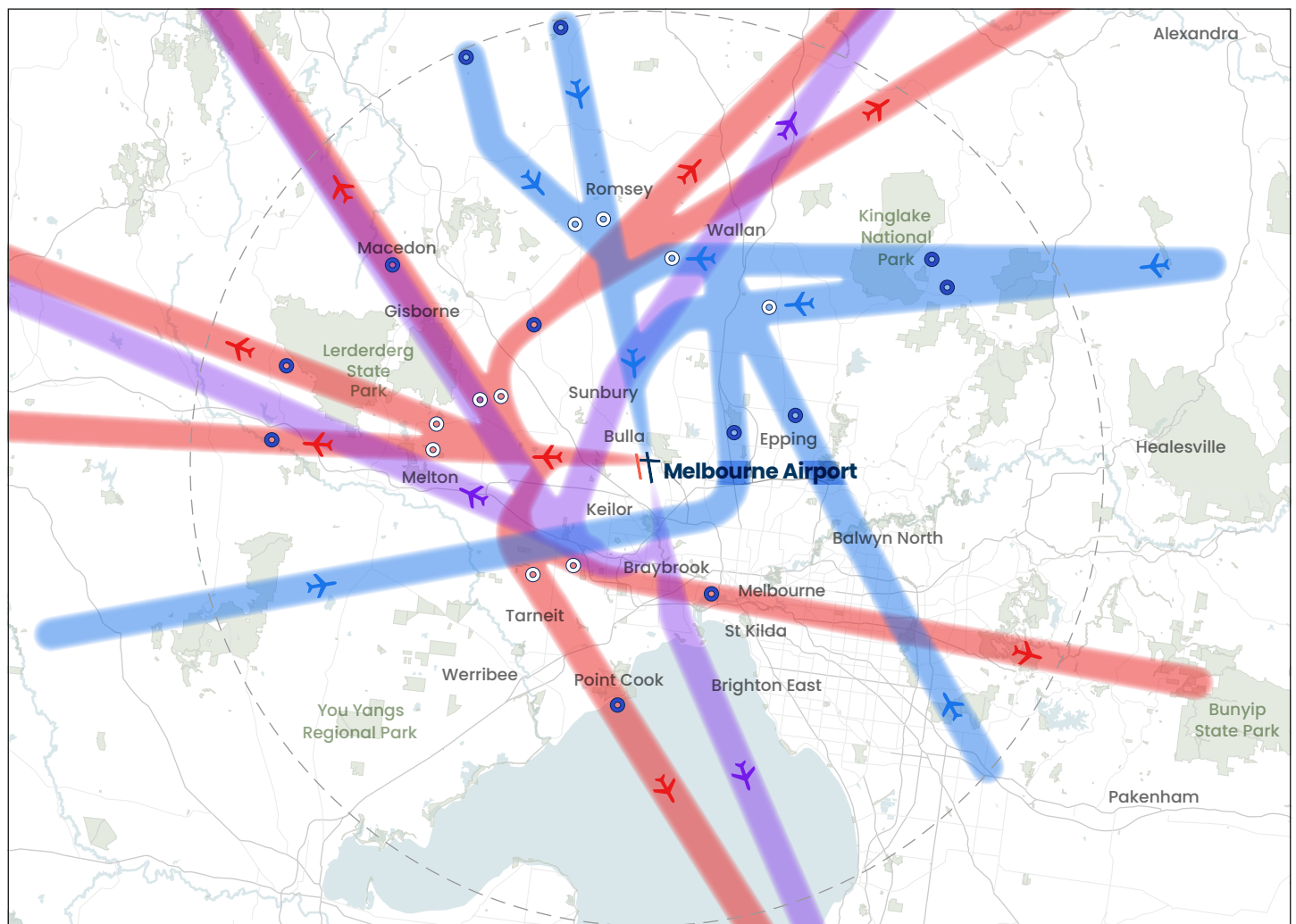
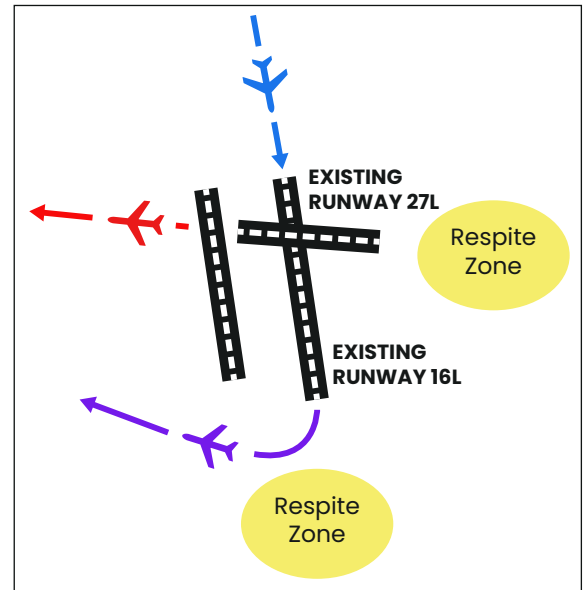
The flight paths shown in this fact sheet are a guide. Aircraft might fly outside flight paths depending on the type of aircraft, its speed, weight and navigation systems. Air Traffic Control can also instruct aircraft to change route. Pilots and air traffic controllers work together to ensure safe, coordinated aircraft operations.

These maps do not show all aircraft operations across Melbourne, including traffic from other airports and emergency services.

Cross Runway 1



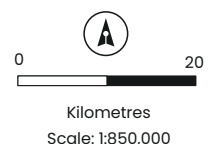
Runways	Arrivals 16L
	Departures 27
Weather	South westerly or calm
Timing	Available 24 hours
Special conditions	*Larger aircraft may require the long runway and depart to the south off 16L
Melbourne Airport respite provided	East and south of airport

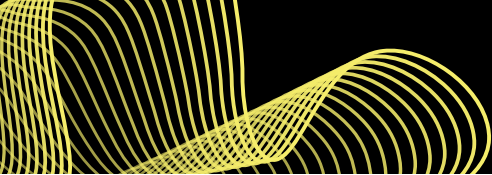


Cross Runway 1 16L (Arrivals) 27 (Departures)

16L Alternative (Departures) 56km (30 nautical miles) radius from Airport

Altitude markers: ● Typically above 10,000ft (3048m) ○ Typically below 5000ft (1524m)

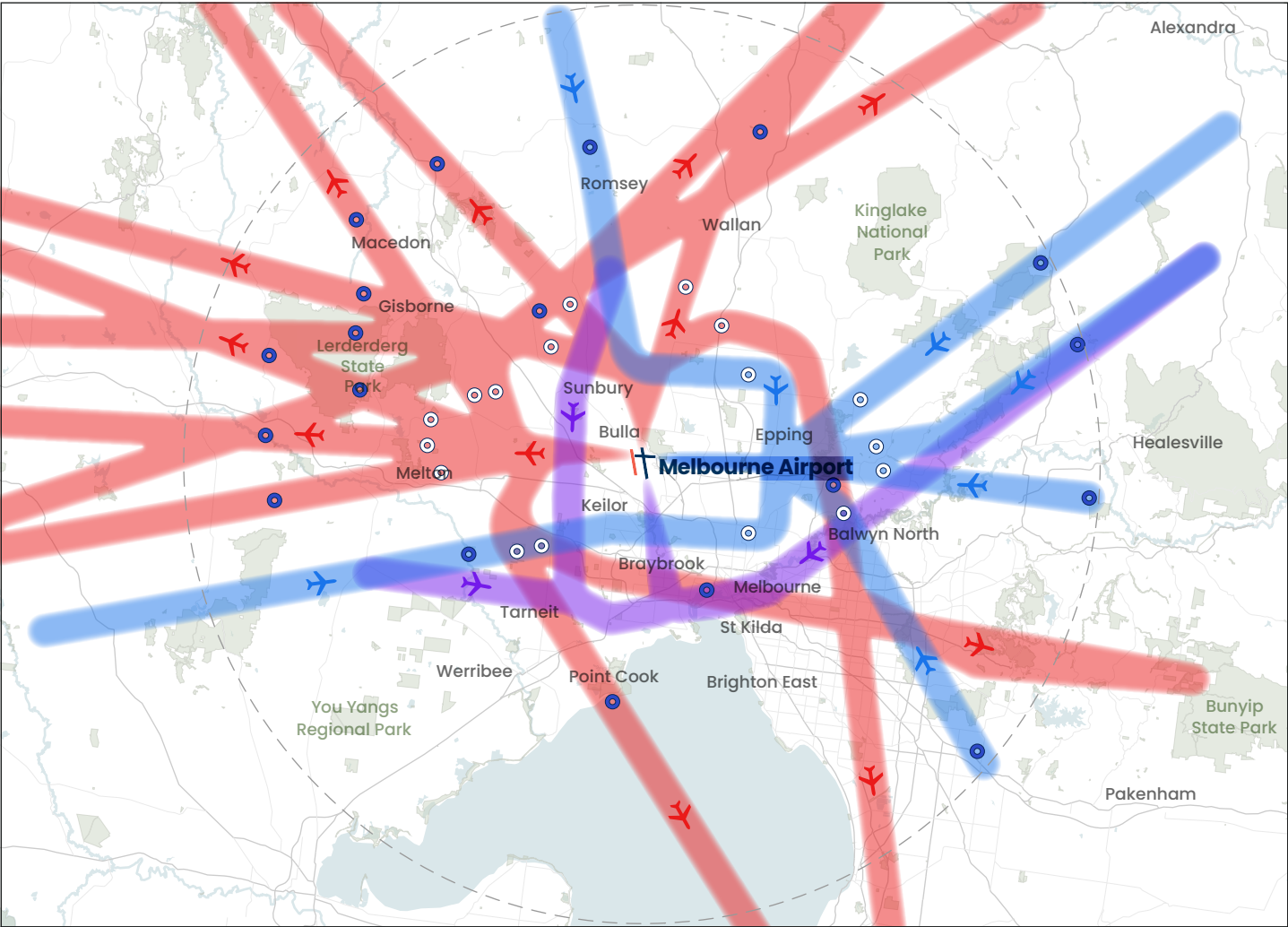
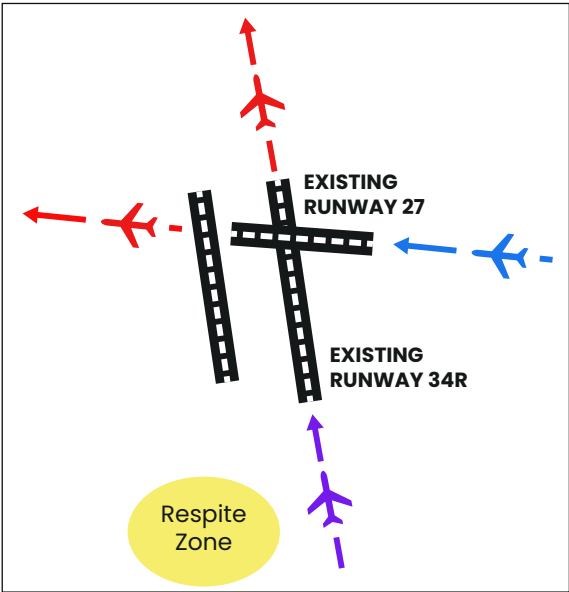




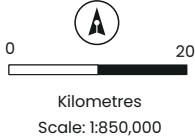
Cross Runway 2

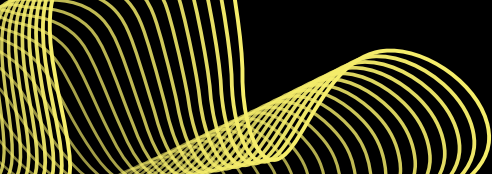


Runways	Arrivals 27
	Departures 27 & 34R
Weather	North westerly or calm
Timing	Available 24 hours
Special conditions	Larger aircraft may require the long runway and arrive from the south off 34R
Melbourne Airport respite provided	Southwest of airport



Cross Runway 2 27 (Arrivals) 34R & 27 (Departures)
 34R Alternative (Arrivals) 56km (30 nautical miles) radius from Airport
Altitude markers: Typically above 10,000ft (3048m) Typically below 5000ft (1524m)

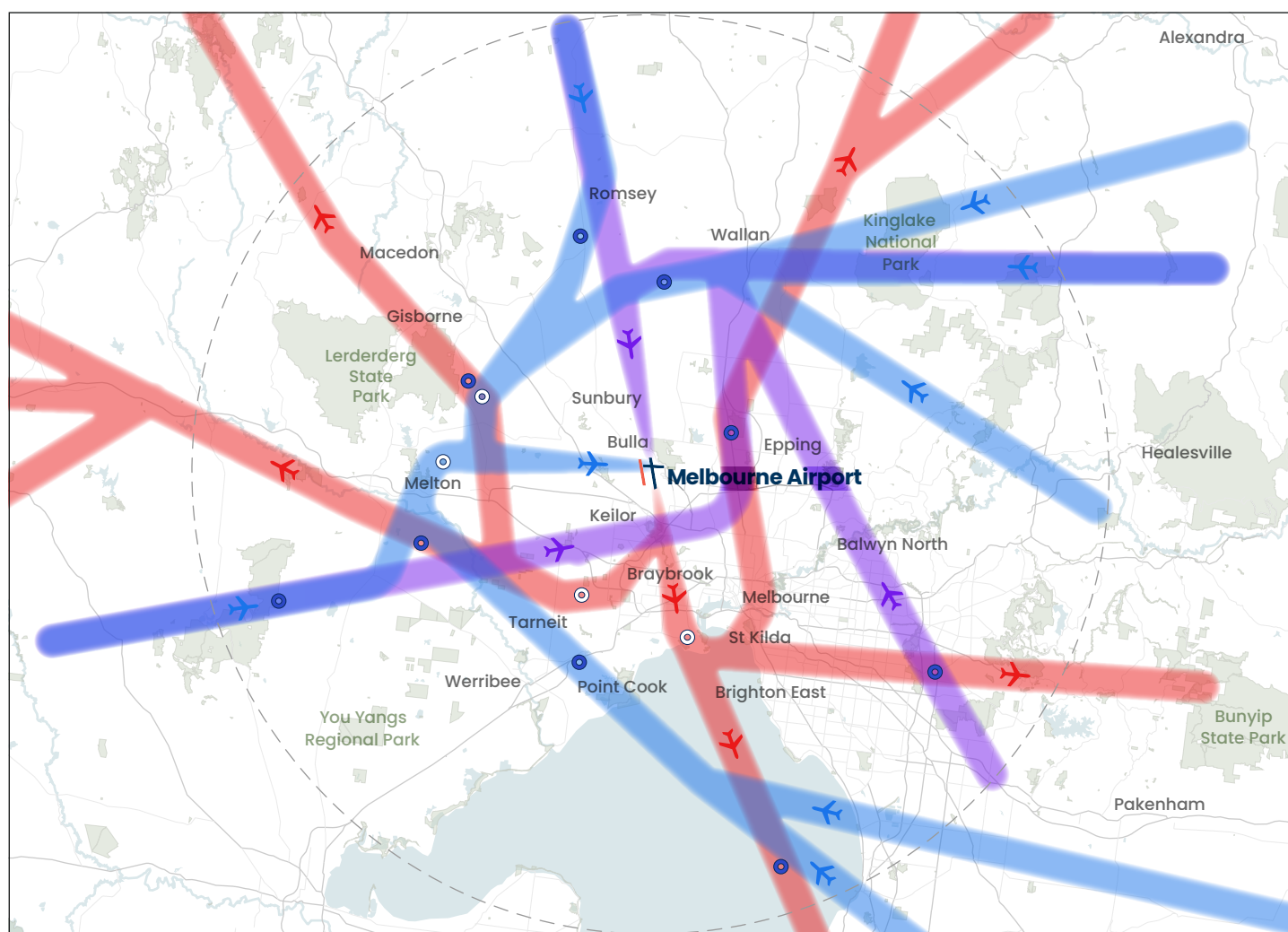
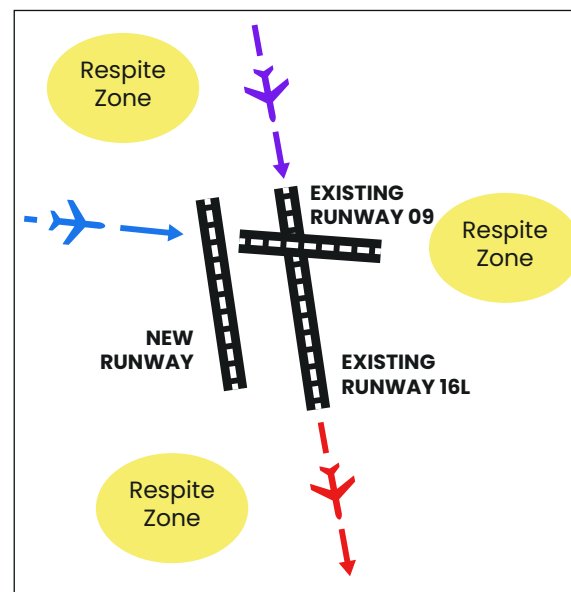




Cross Runway 3



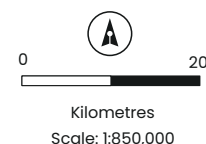
Runways	Arrivals 09
	Departures 16L
Weather	South easterly
Timing	Day use 6am-11pm
Special conditions	Larger aircraft may require the long runway and arrive from the north on 16L
Melbourne Airport respite provided	Northwest, east and southwest of airport

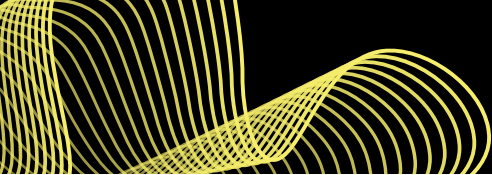


Cross Runway 3 — 09 (Arrivals) — 16L (Departures)

— 16L Alternative (Arrivals) ○ 56km (30 nautical miles) radius from Airport

Altitude markers: ● Typically above 10,000ft (3048m) ⊙ Typically below 5000ft (1524m)

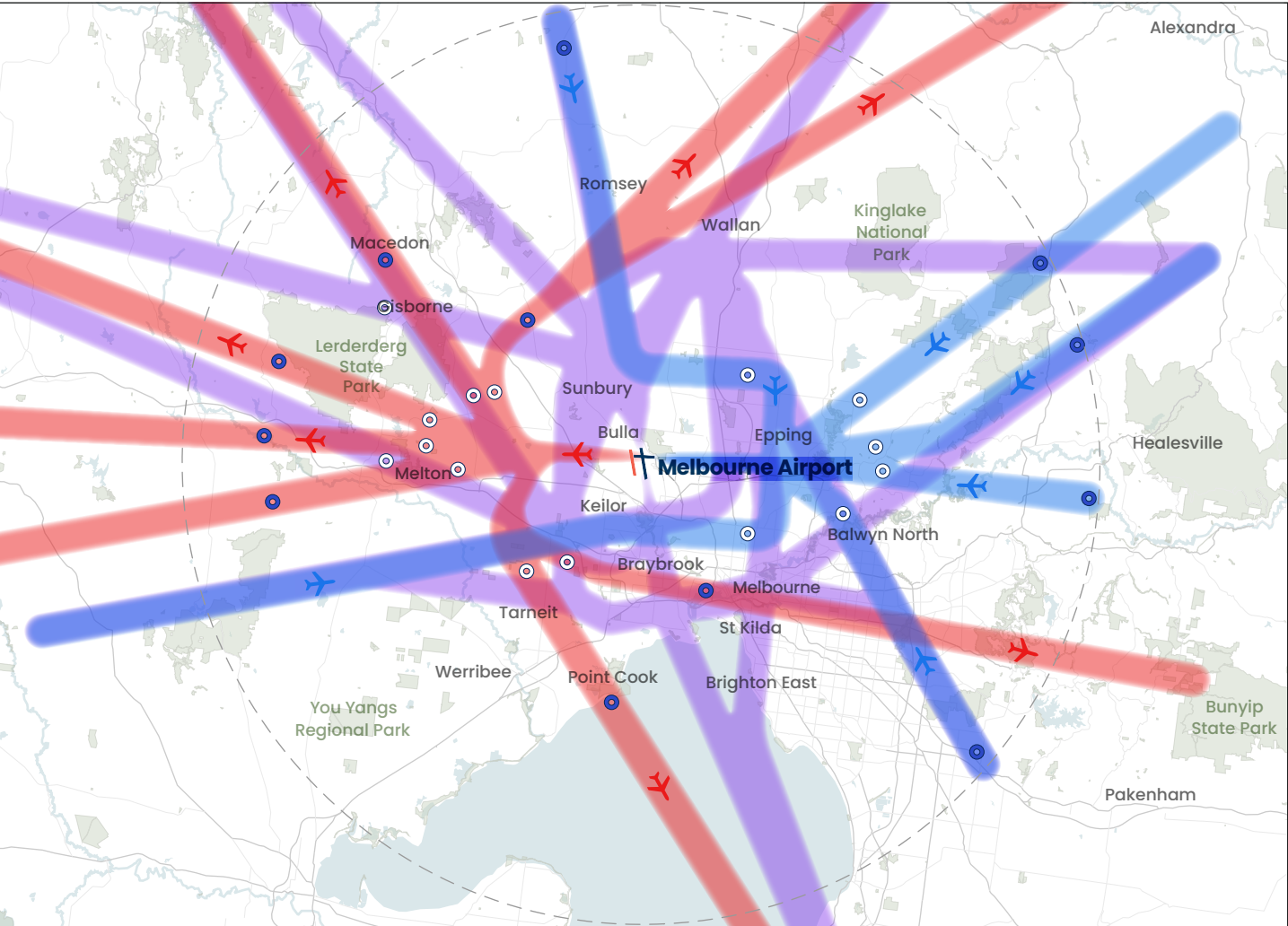
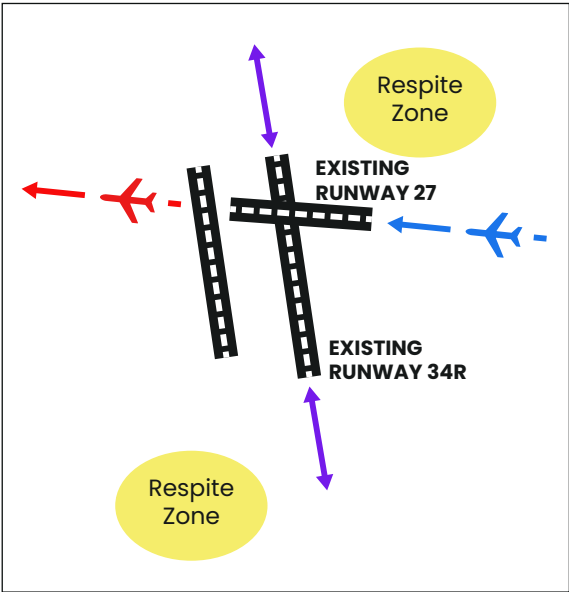




Single Runway 27



Runways	Arrivals 27
	Departures 27
Weather	Westerly wind
Timing	Available 24 hours
Special conditions	Larger aircraft may require the long north/south runway for arrivals or departures
Melbourne Airport respite provided	Southwest and northeast of airport



Single Runway 27

27 (Arrivals)

27 (Departures)

16L & 34R Alternative (Arrivals and Departures)

Altitude markers:

Typically above 10,000ft (3048m)

Typically below 5000ft (1524m)

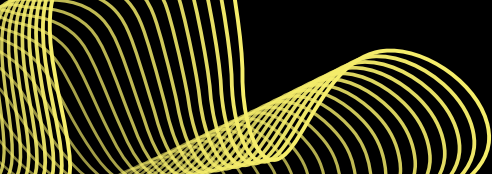
56km (30 nautical miles) radius from Airport

0

20

Kilometres

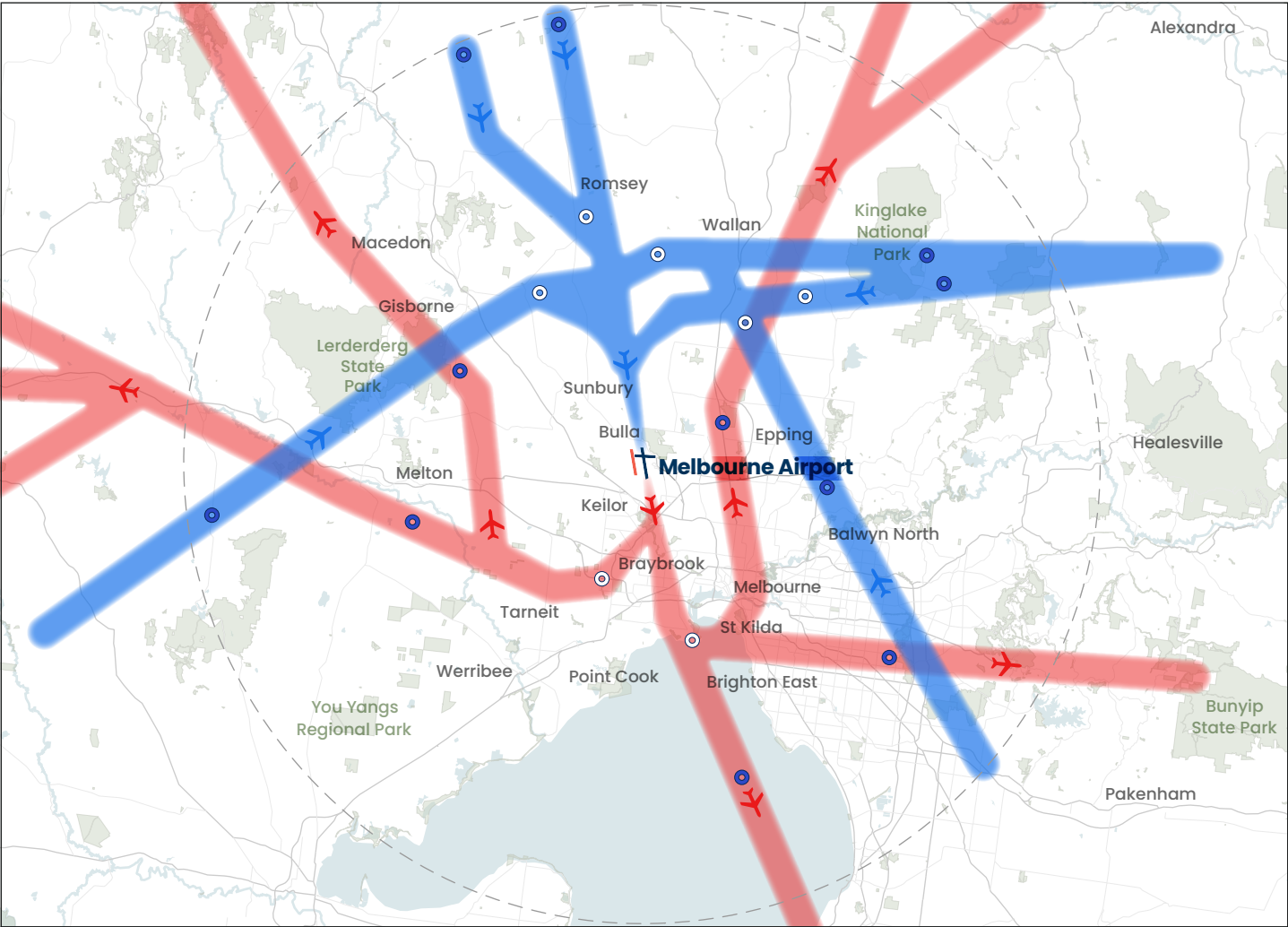
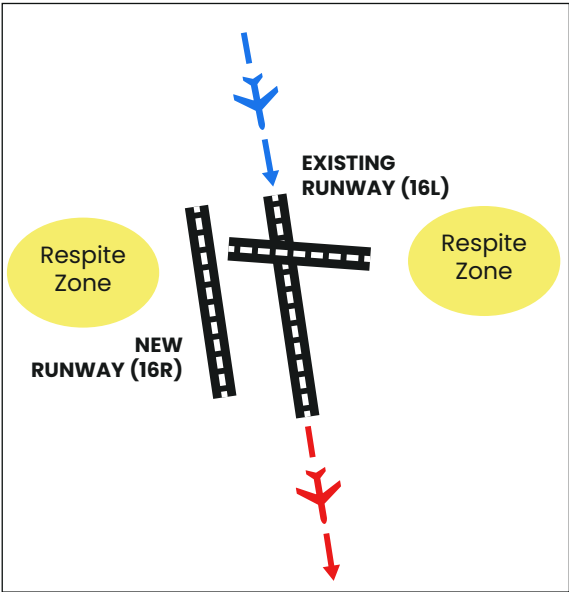
Scale: 1:850,000



Single Runway 16

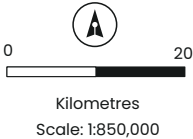


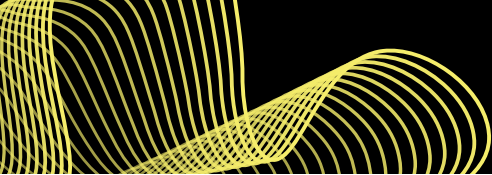
Runways	Arrivals 16L
	Departures 16L
Weather	Southerly wind
Timing	Available 24 hours
Special conditions	N/A
Melbourne Airport respite provided	East and west of airport



Single Runway 16

16L (Arrivals) 16L (Departures) 56km (30 nautical miles) radius from Airport
Altitude markers: Typically above 10,000ft (3048m) Typically below 5,000ft (1524m)





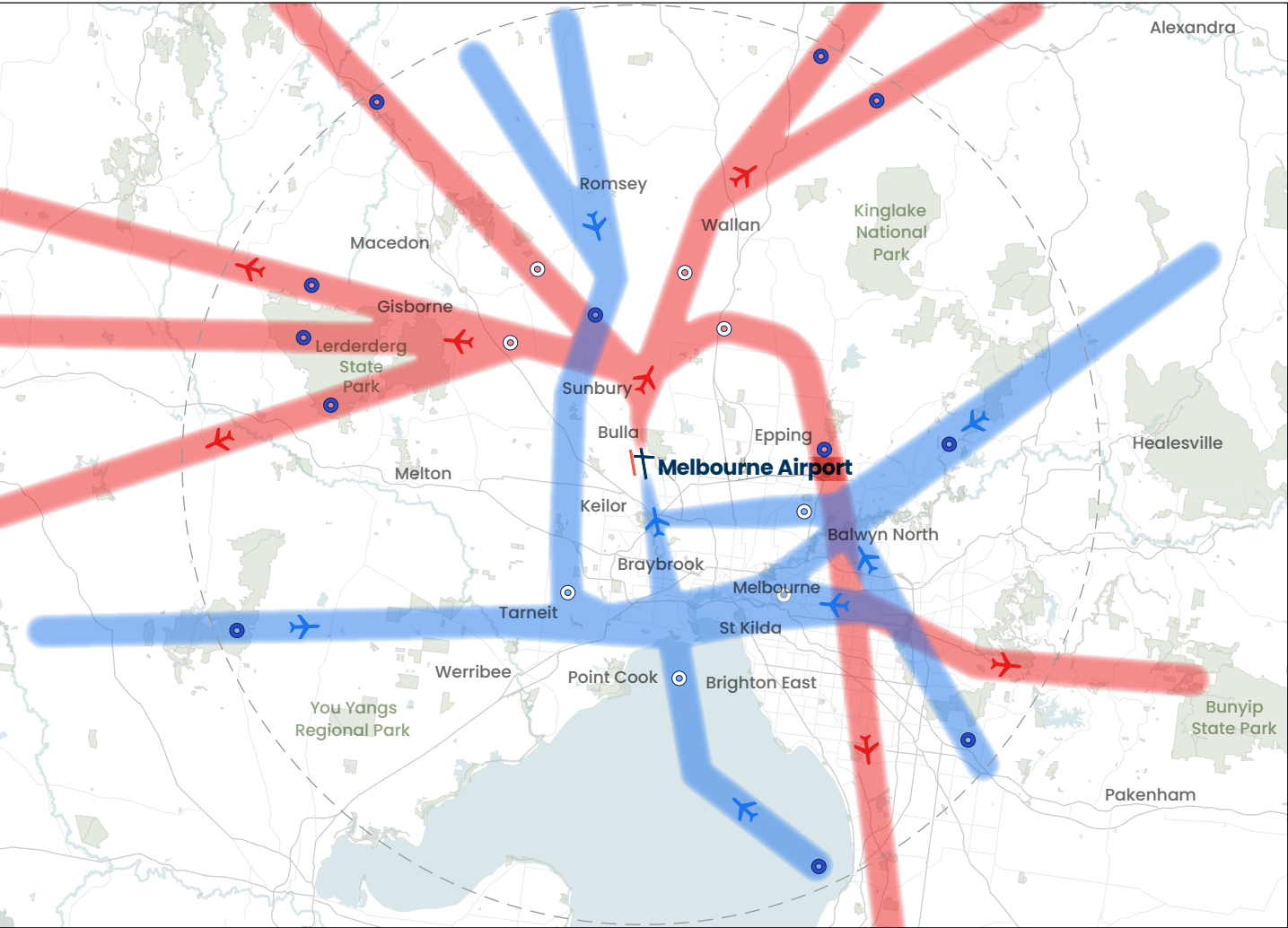
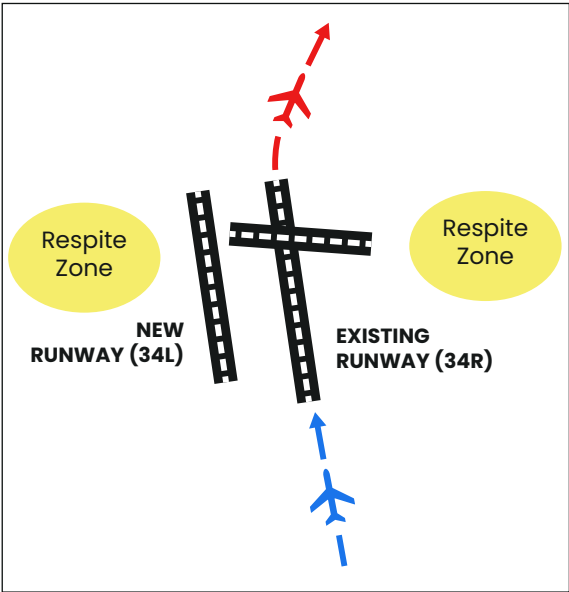
Single Runway 34



Runways	Arrivals 34R
	Departures 34R
Weather	Northerly wind
Timing	Available 24 hours
Special conditions	N/A

Melbourne Airport
respite provided

East and west of airport



Single Runway 34

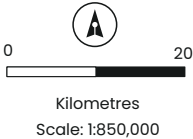
34R (Arrivals)

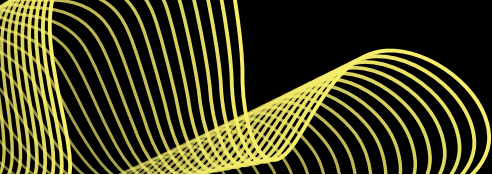
34R (Departures)

56km (30 nautical miles) radius from Airport

Altitude markers: Typically above 10,000ft (3048m)

Typically below 5000ft (1524m)

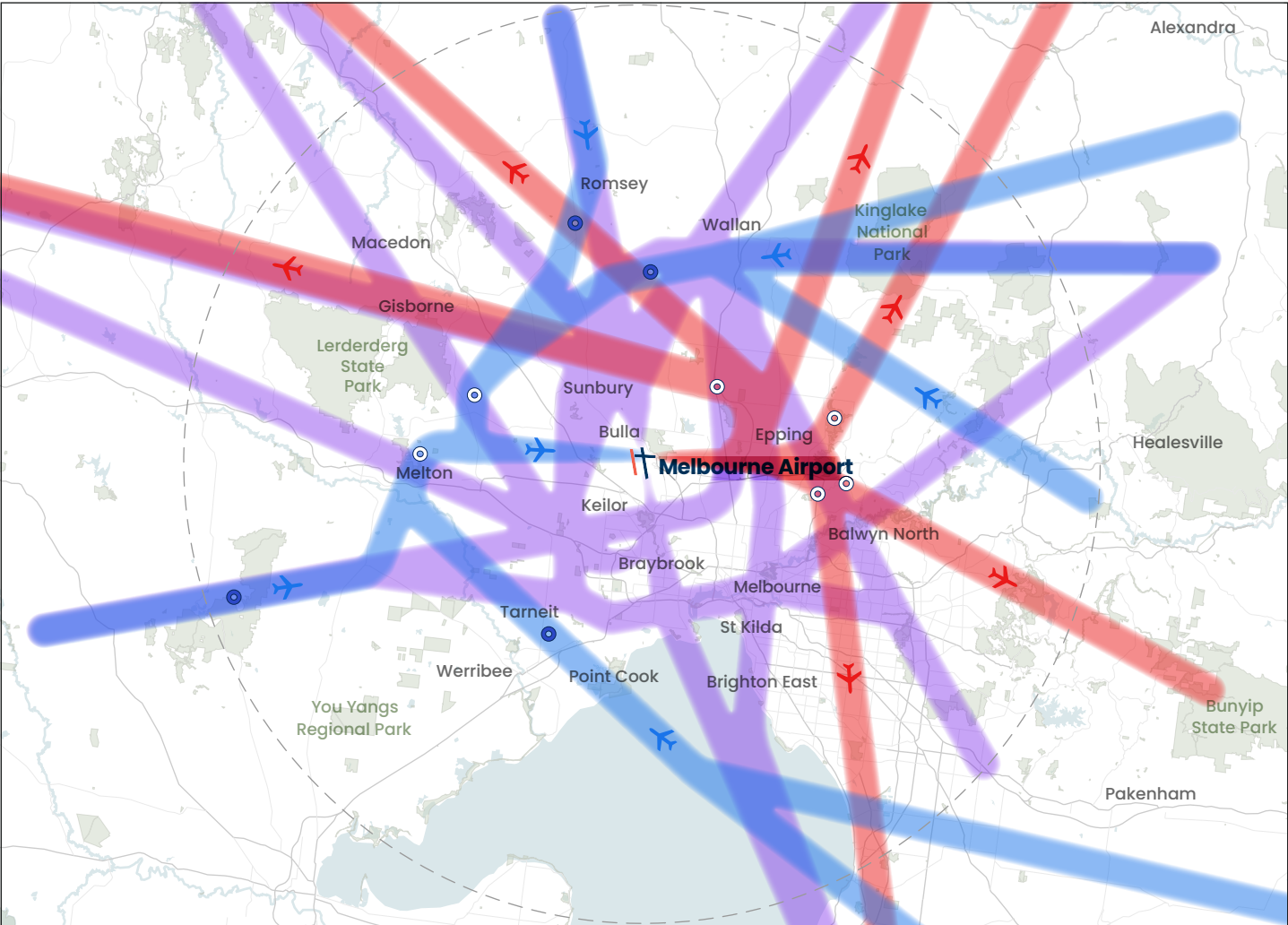
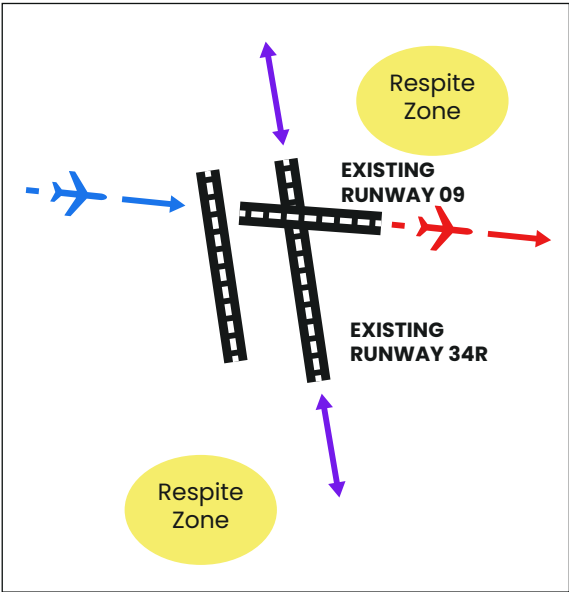




Single Runway 09



Runways	Arrivals 09
	Departures 09
Weather	Easterly wind (rare)
Timing	Available 24 hours
Special conditions	Larger aircraft may require the long north/south runway for arrivals or departures
Melbourne Airport respite provided	Northeast and southwest of airport



Single Runway 09

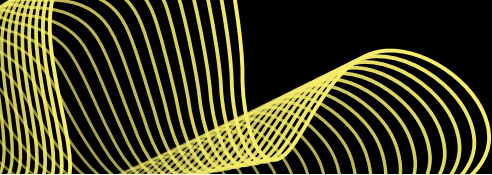
09 (Arrivals) 09 (Departures)

16L & 34R Alternative (Arrivals and Departures)

Altitude markers: Typically above 10,000ft (3048m) Typically below 5000ft (1524m)

56km (30 nautical miles) radius from Airport

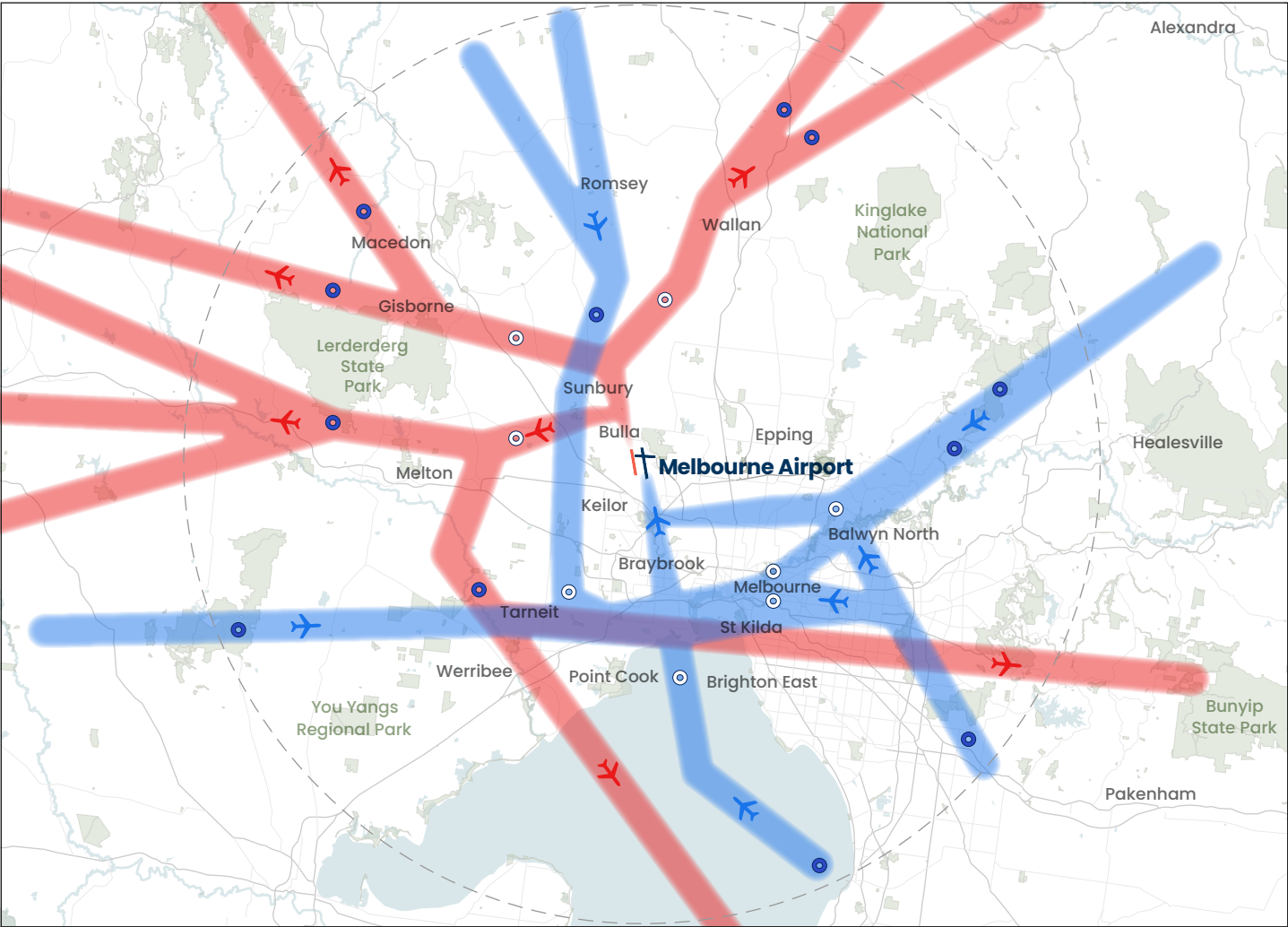
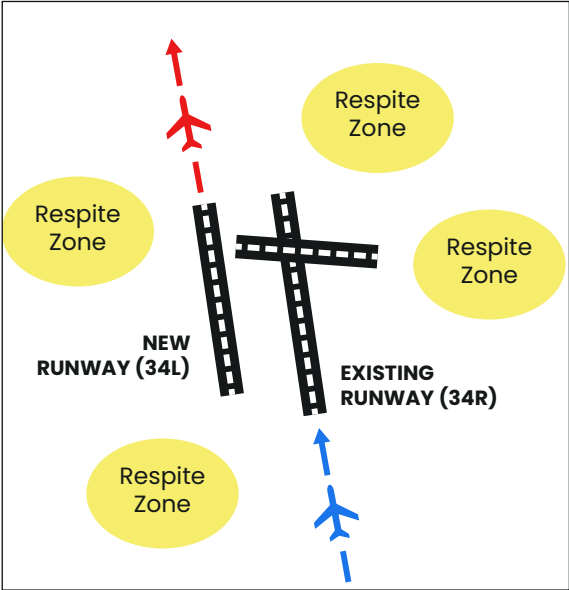
0 20 Kilometres Scale: 1:850,000



Segregated Mode 1



Runways	Arrival 34R
	Departures 34L
Weather	Northerly wind
Timing	Available 24 hours, Expected use 6am-11pm
Special conditions	Some larger aircraft may need to use the airport's longer north-south runway. This means they may sometimes take off to the north from the existing runway (34R) instead of using the new one (34L)
Melbourne Airport respite provided	East, west, northeast and southwest of airport



Segregated Mode 1

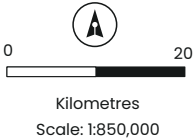
34R (Arrivals)

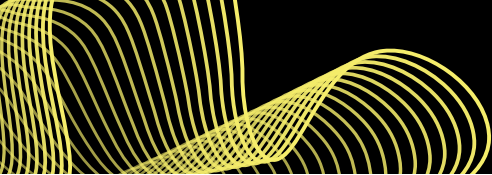
34L (Departures)

56km (30 nautical miles) radius from Airport

Altitude markers: Typically above 10,000ft (3048m)

Typically below 5000ft (1524m)

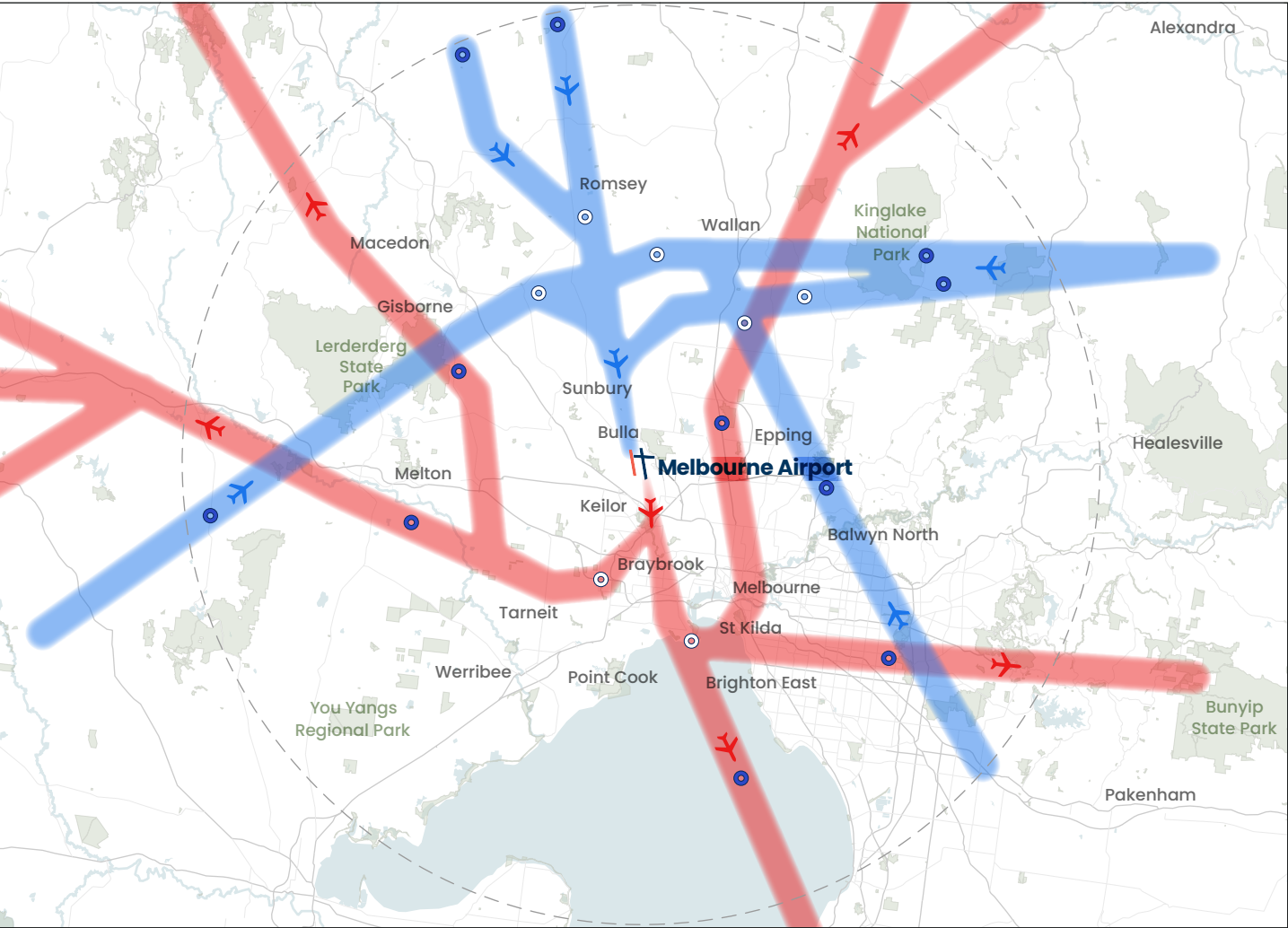
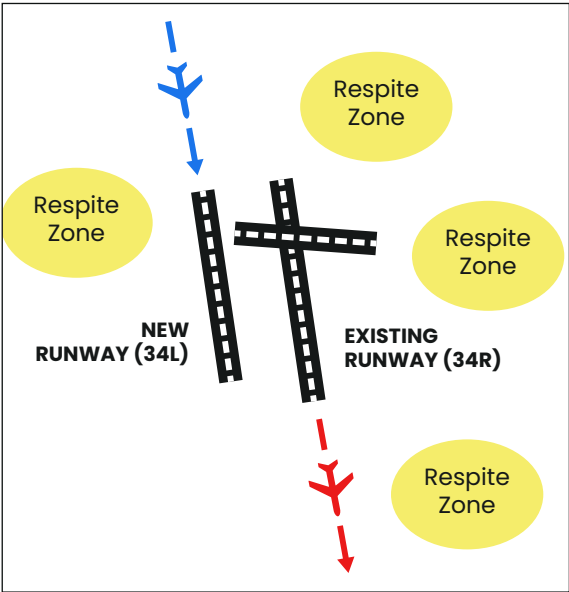




Segregated Mode 2

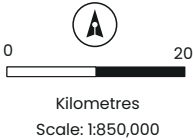


Runways	Arrivals 16R
	Departures 16L
Weather	Southerly wind
Timing	Available 24 hours Expected use 6am-11pm
Special conditions	N/A
Melbourne Airport aircraft respite	East, west, northeast and southeast of airport



Segregated Mode 2

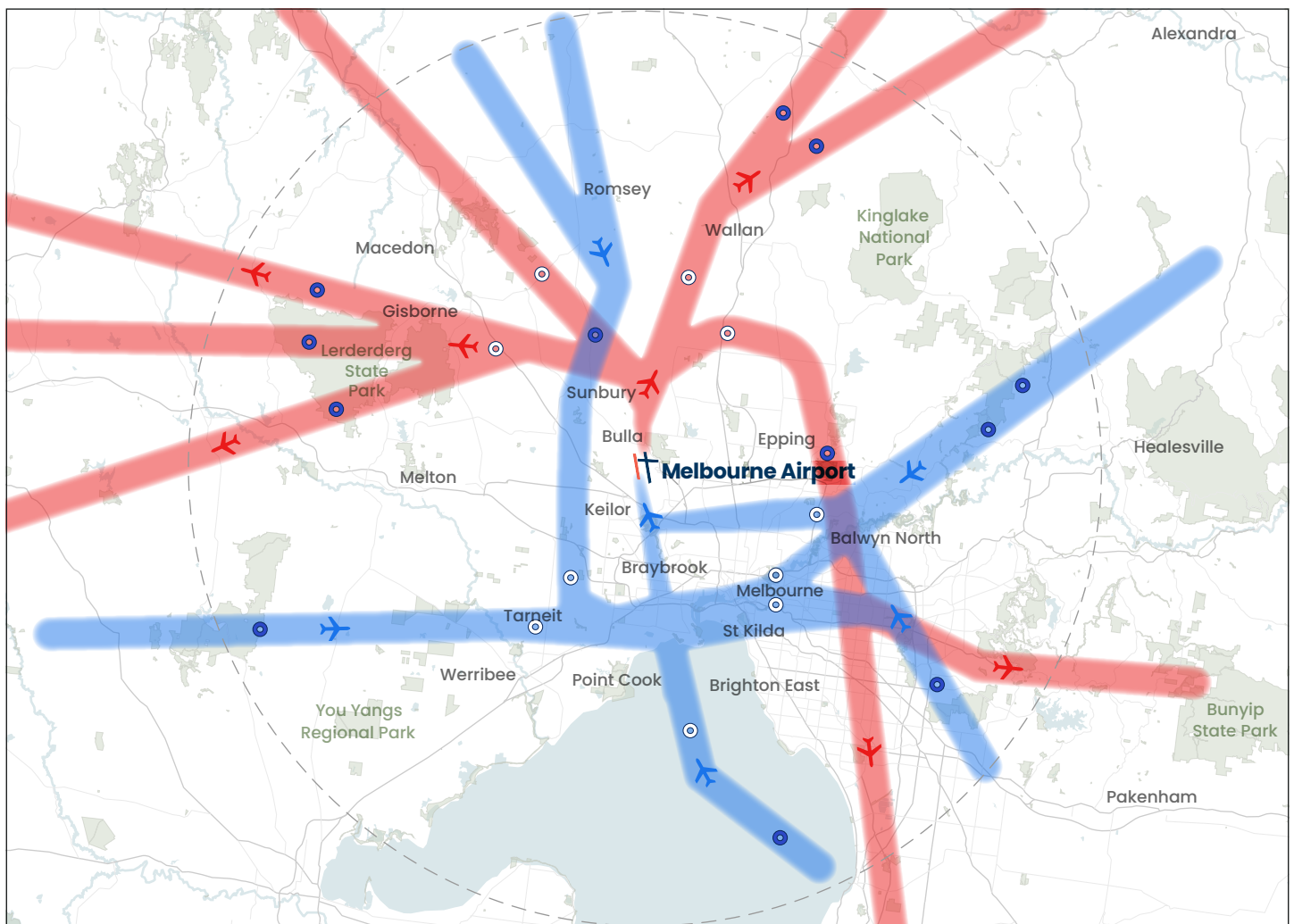
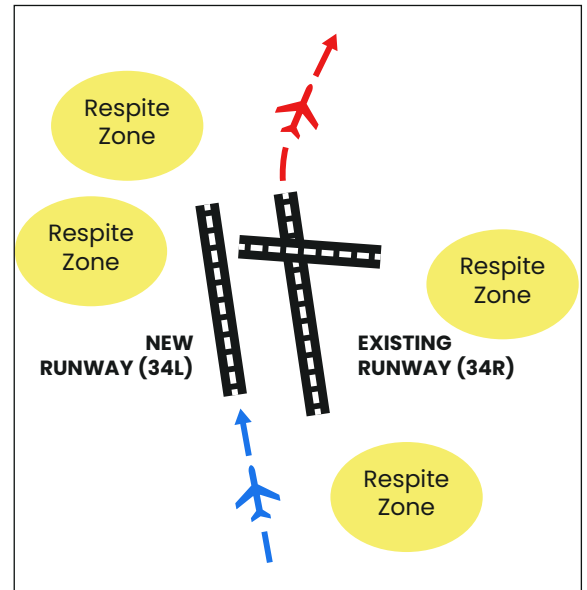
16R (Arrivals) 16L (Departures) 56km (30 nautical miles) radius from Airport
Altitude markers: Typically above 10,000ft (3048m) Typically below 5000ft (1524m)



Segregated Mode 3



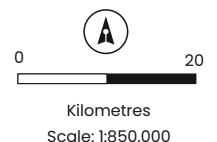
Runways	Arrivals 34L
	Departures 34R
Weather	Northerly wind
Timing	Available 24 hours Expected use 6am-11pm
Special conditions	N/A
Melbourne Airport respite provided	West, east, northwest and southeast of airport



Segregated Mode 3

■ 34L (Arrivals) ■ 34R (Departures) ○ 56km (30 nautical miles) radius from Airport

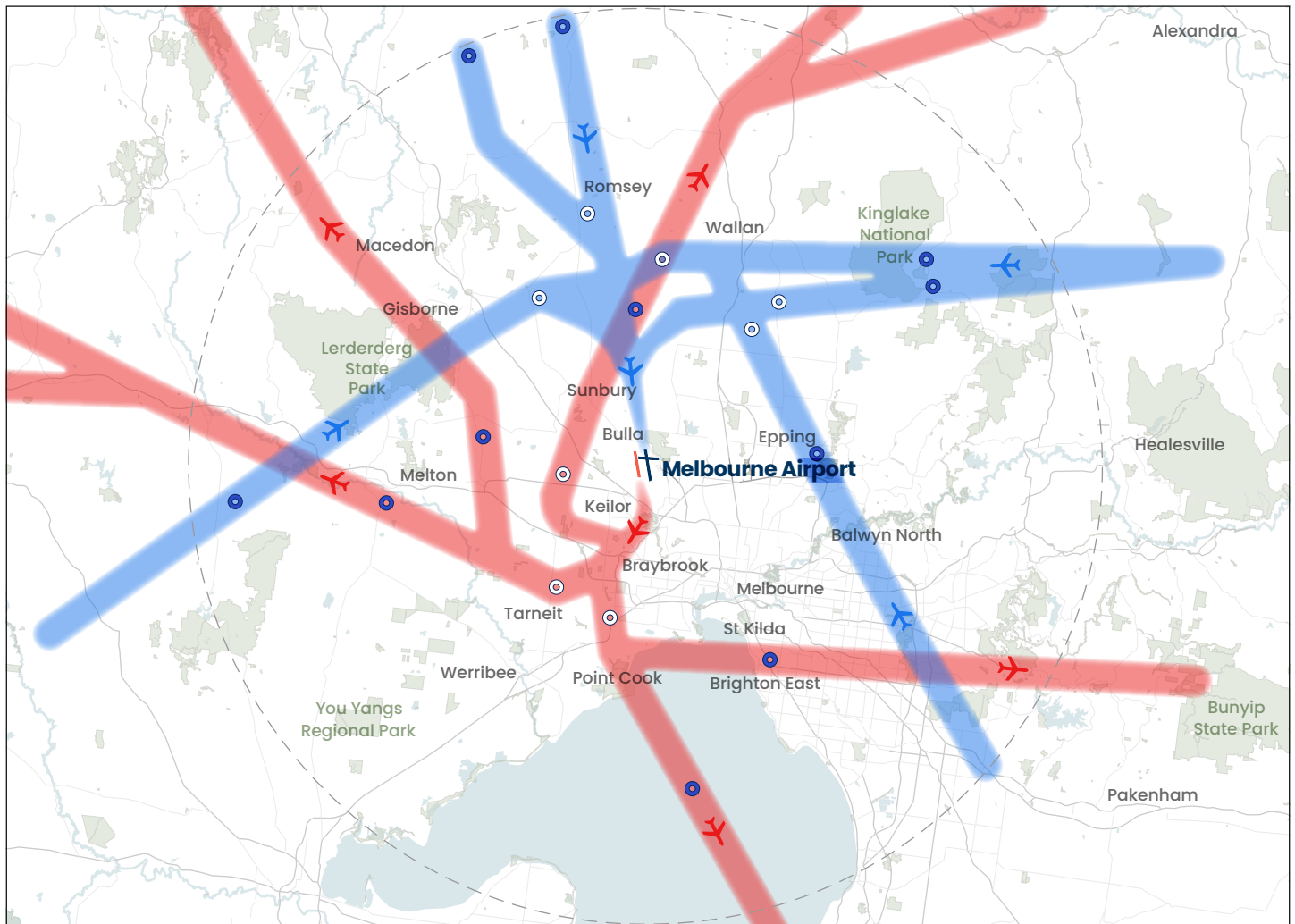
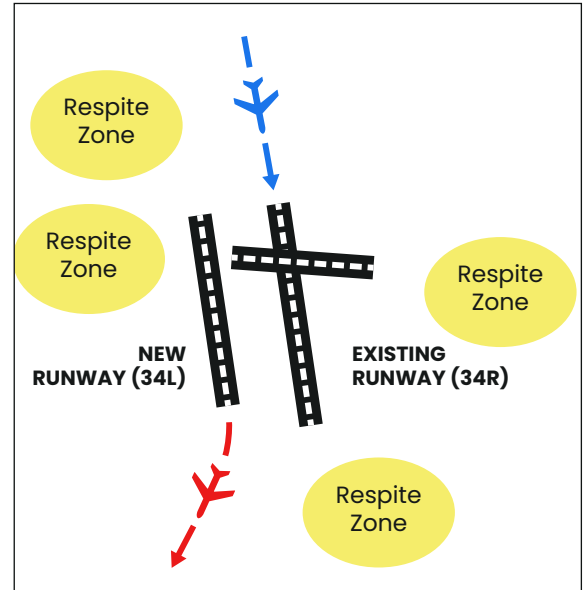
Altitude markers: ● Typically above 10,000ft (3048m) ○ Typically below 5000ft (1524m)



Segregated Mode 4



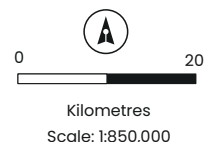
Runways	Arrivals 16L
	Departures 16R
Weather	Southerly wind
Timing	Available 24 hours Expected use 6am-11pm
Special conditions	Some larger aircraft may need to use the airport's longer north-south runway. This means they may sometimes take off to the south from the existing runway (16L) instead of using the new one (16R)
Melbourne Airport respite provided	East, west, northwest and southeast of airport

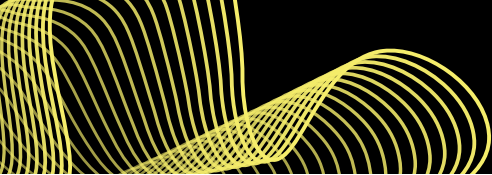


Segregated Mode 4

— 16L (Arrivals)
 — 16R (Departures)
 56km (30 nautical miles) radius from Airport

Altitude markers:
 ● Typically above 10,000ft (3048m)
 Typically below 5000ft (1524m)



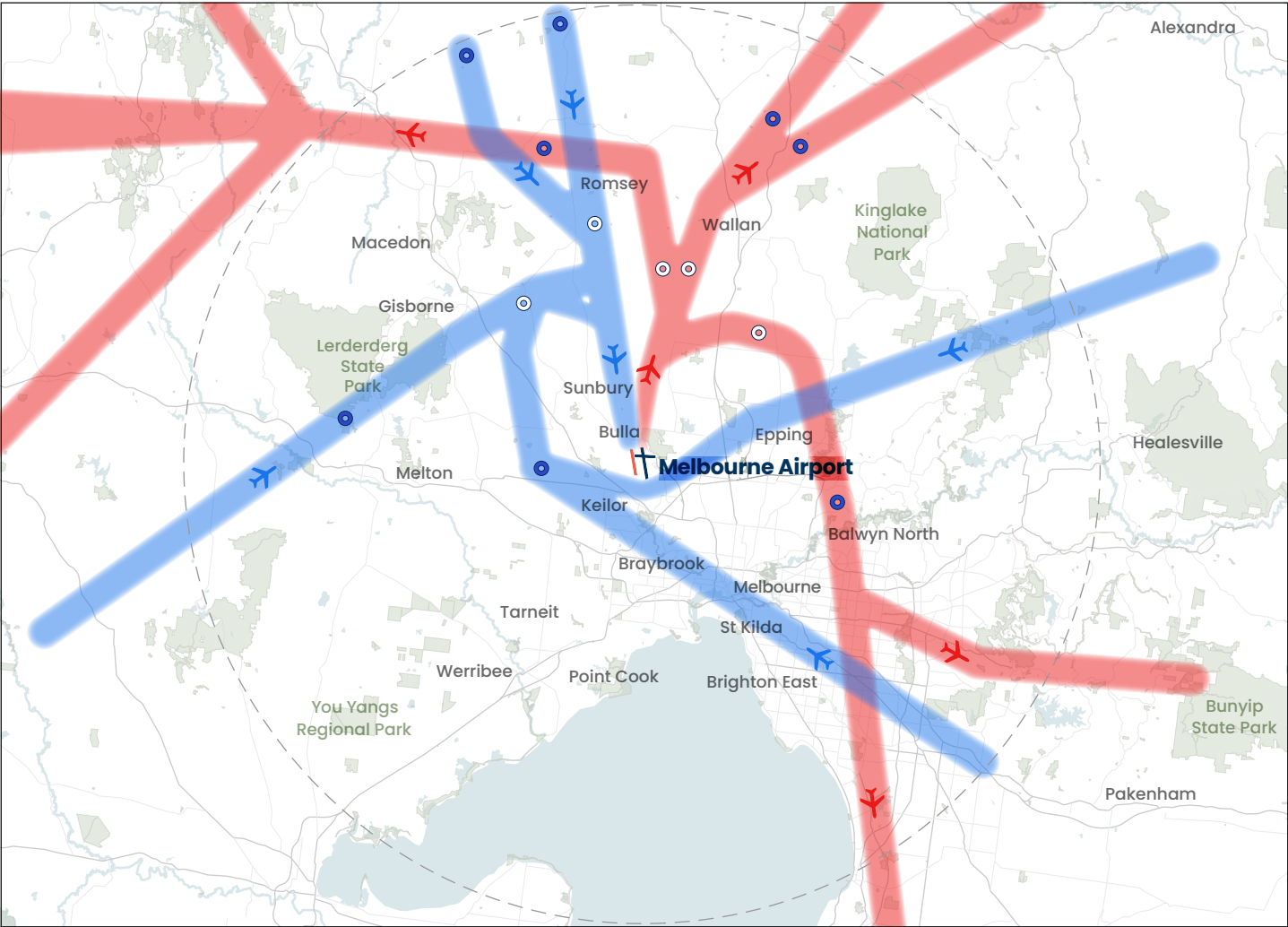
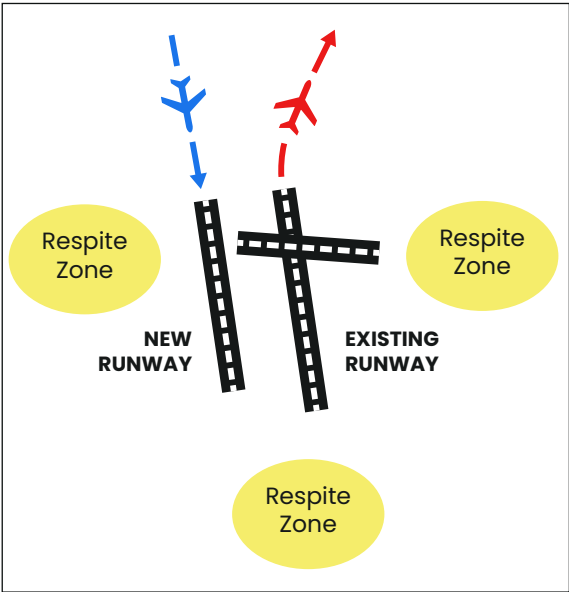


SODPROPS



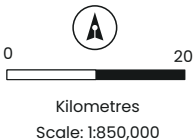
Simultaneous Opposite Direction Parallel Runway Operations

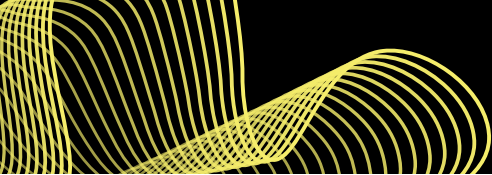
Runways	Arrivals 16R
	Departures 34R
Weather	Clear, wind less than 5 knots
Timing	Only used overnight (11pm – 6am)
Special conditions	Dry runway, visibility at least 8km, in quiet periods
Melbourne Airport respite provided	East, west and south of airport



SODPROPS (Simultaneous Opposite Direction Parallel Runway Operations)

16R (Arrivals) 34R (Departures) 56km (30 nautical miles) radius from Airport
Altitude markers: Typically above 10,000ft (3048m) Typically below 5000ft (1524m)

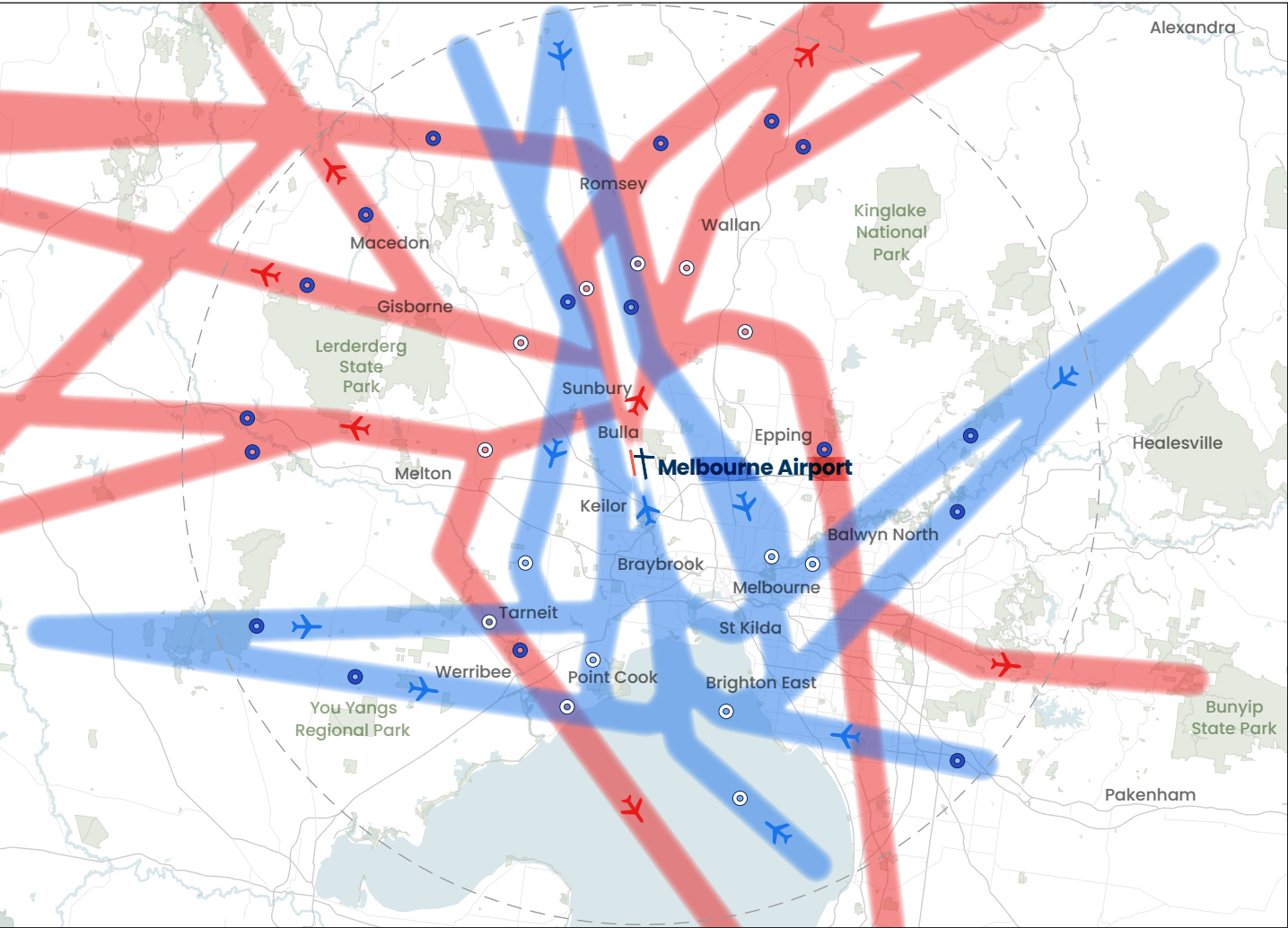
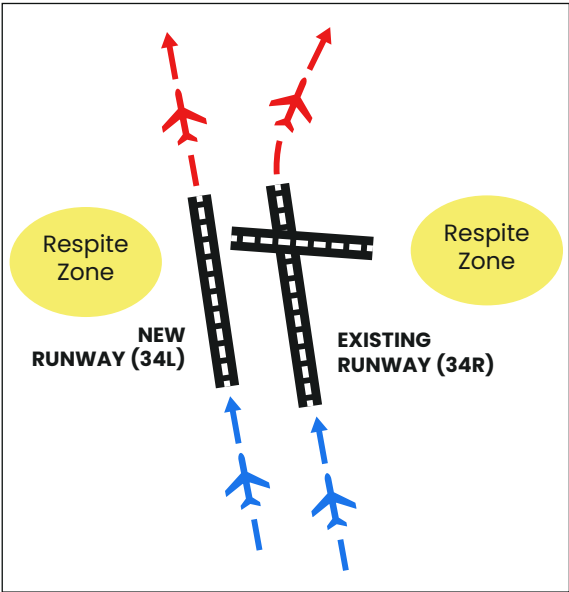




Mixed Mode 34 (High Capacity)



Runways	Arrivals 34R & 34L
	Departures 34R & 34L
Weather	Northerly wind
Timing	During high demand periods
Special conditions	Runways are operated in 'independent parallel mode' meaning aircraft can land and depart side-by-side at the same time
Melbourne Airport respite provided	East and west of airport



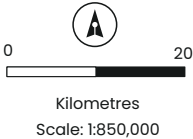
Mixed Mode 34

34 (Arrivals)

34 (Departures)

56km (30 nautical miles) radius from Airport

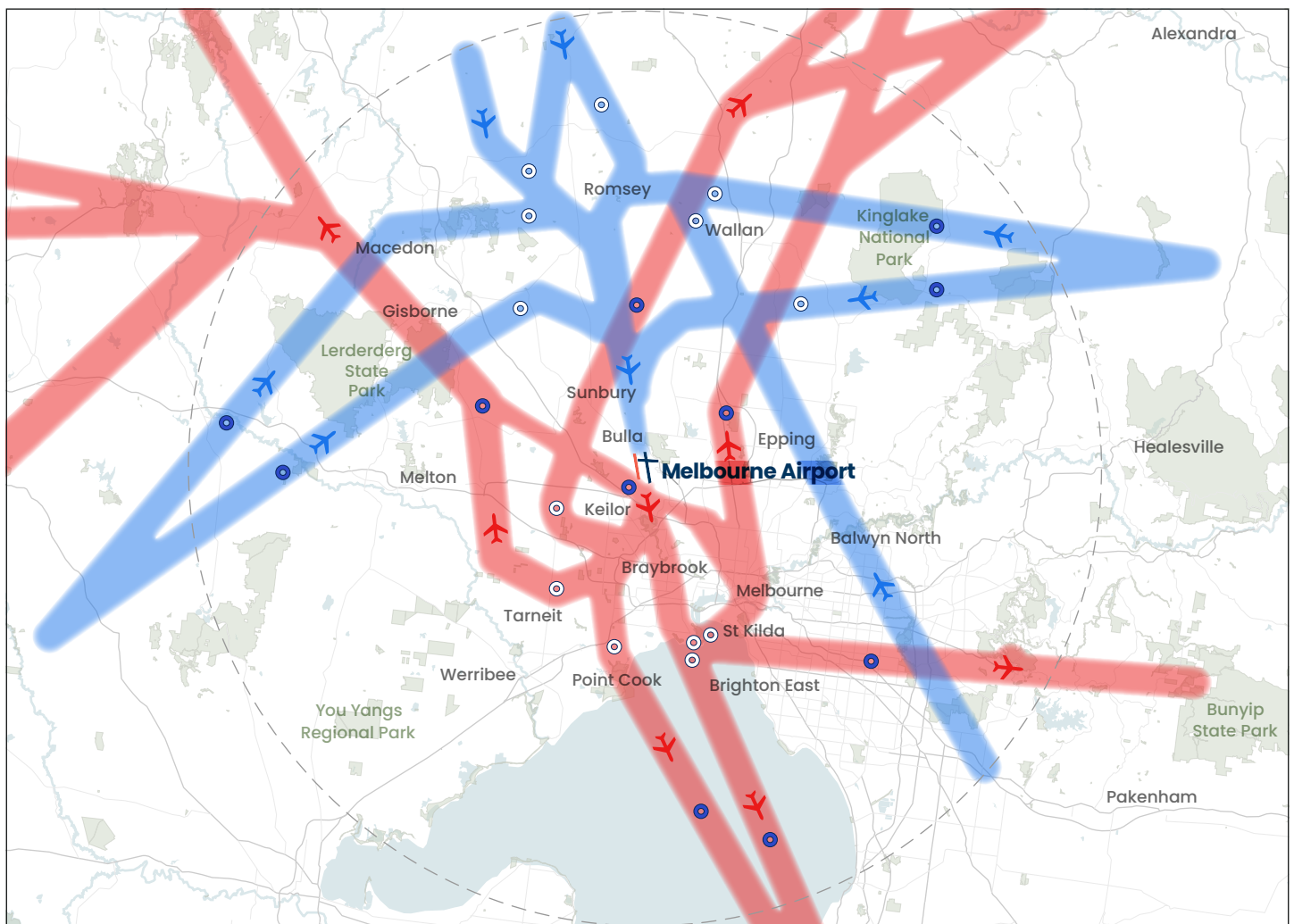
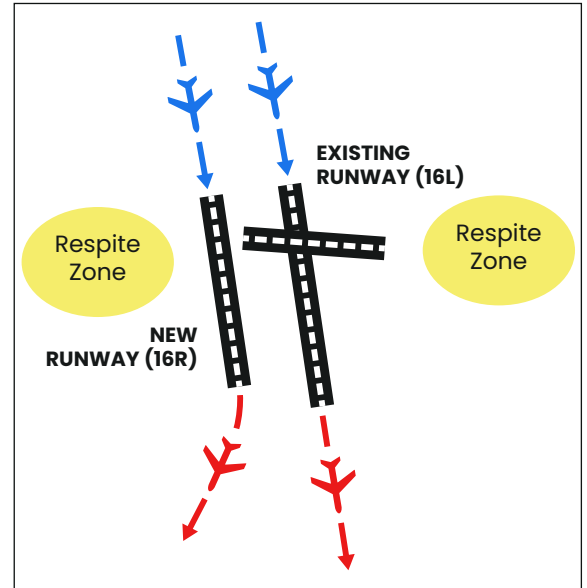
Altitude markers: Typically above 10,000ft (3048m) Typically below 5000ft (1524m)



Mixed Mode 16 (High Capacity)



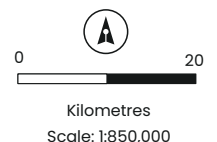
Runways	Arrivals 16R & 16L
	Departures 16R & 16L
Weather	Southerly winds
Timing	During high demand periods
Special conditions	Runways are operated in 'independent parallel mode' meaning aircraft can land and depart side-by-side at the same time
Melbourne Airport respite provided	East and west of airport



Mixed Mode 16

■ 16 (Arrivals)
 ■ 16 (Departures)
 ○ 56km (30 nautical miles) radius from Airport

Altitude markers:
 ● Typically above 10,000ft (3048m)
 ○ Typically below 5000ft (1524m)





More information

For more information on the Noise Sharing Plan, Flight Paths or Runway Operating Modes visit www.melbourneairportprojectshub.com.au



If you require interpreter services, you can contact the free Translating and Interpreting Service on 131 450 and ask them to call us on 1800 810 680.

ਦੁਸਰੀਆਂ ਭਾਸ਼ਾਵਾਂ ਵਿੱਚ ਜਾਣਕਾਰੀ ਲਈ ਸਾਡੇ ਨਾਲ ਸੰਪਰਕ ਕਰੋ:
engagement@ghd.com

للحصول على معلومات بلغات أخرى، تواصلوا معنا عبر البريد الإلكتروني:
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