

# MELBOURNE AIRPORT RUNWAY MODE AND FLIGHT PATH CHANGES

Airservices proposes to implement a mode change to the Melbourne Airport Noise Abatement Procedures, and associated changes to flight paths for Runway 09 in April 2019.

## WHY ARE THE CHANGES NECESSARY?

Runway selection is based on wind direction, traffic volume and other factors. As a result, Melbourne Airport's seasonal wind patterns can determine the usage and directions of runway operations. For operational flexibility, runways may be used in combination, for example, one runway is used for departures, while another is used for arrivals.

Currently, the Noise Abatement Procedures (NAPs)<sup>1</sup> for Melbourne Airport require that during periods of south or south easterly winds, the north-south runway (Runway 16) is to be used for both arrivals and departures. This mode of operation can result in delays to flights on the ground and in the air.

Airservices is proposing a new runway mode for the NAPs that will enable aircraft to land on the east-west runway (Runway 09) from the west, and depart off Runway 16 to the south. This mode will assist to minimise airborne and ground delays during peak periods.

To enhance safety, provide greater predictability and reduce complexity and workload for pilots and air traffic controllers, Airservices will also implement changes to the flight paths for aircraft arriving to Runway 09.

## WHAT IS GOING TO CHANGE AND HOW?

The new runway mode (using Runway 09 for arrivals and Runway 16 for departures) will result in several changes (**Figure 1**):

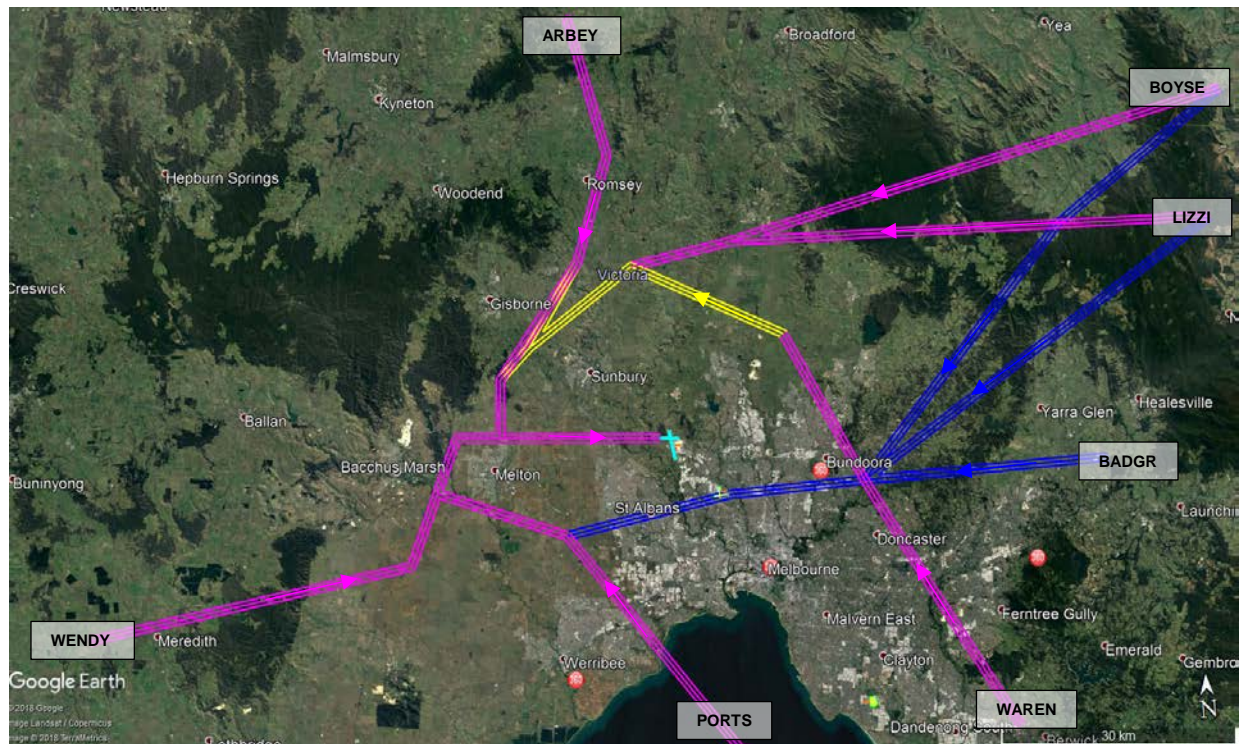
- Some flight paths that approach Melbourne Airport from the east and southeast will track north and around the airport, to join Runway 09 from the west
- Flight paths that currently track south of the airport, to join Runway 09, will not be used in this mode
- The arrival flight path between Sunbury and Gisborne South will move 800 metres to the east of the current position to provide operational efficiency
- The proposed mode of operation will result in additional aircraft arriving onto Runway 09.

The proposed new mode will generally be used in summer when there are south or south easterly winds.

There will be no change to the height that aircraft will be flying at and there will be no changes to the number and time of departures from Runway 16. The proposed new runway mode **will not be used** between 11pm and 6am.

The proposed flight paths have been designed to be as close to existing flight paths as possible.

Other current modes of operation, runway combinations, and the associated flight paths, will also continue to be used at Melbourne Airport.

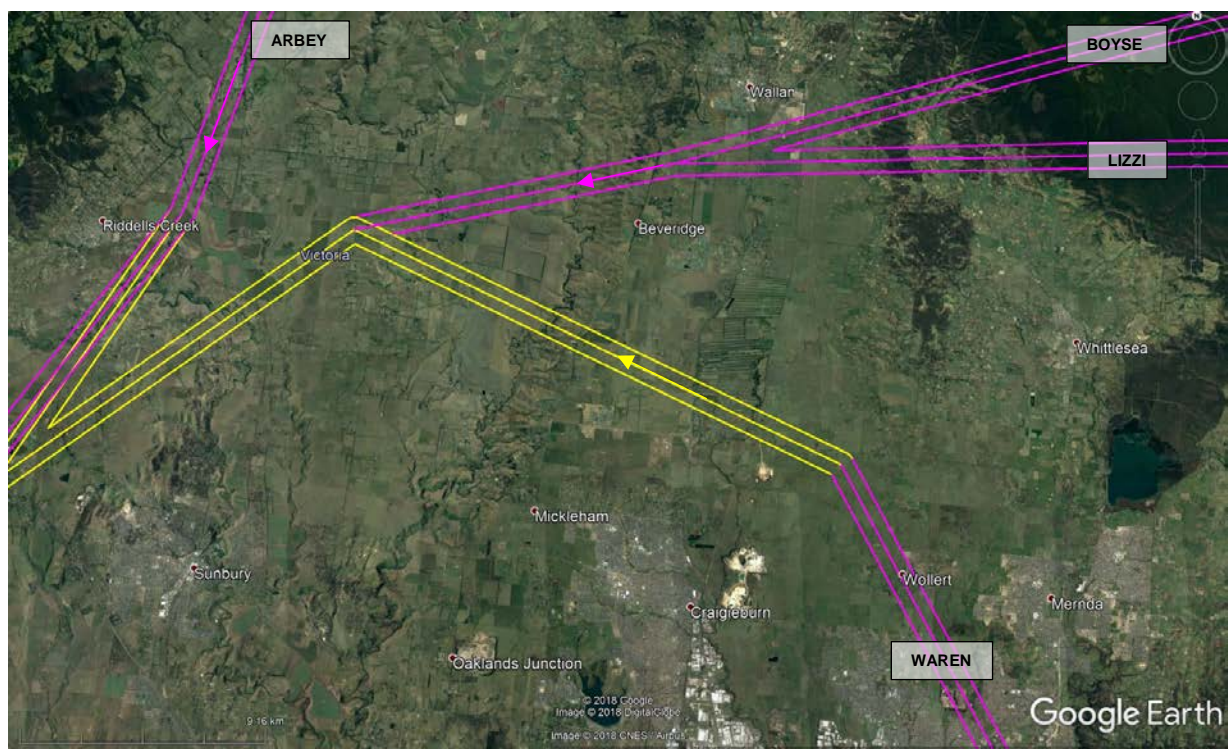


**Figure 1: Arrival flight path corridors for Runway 09 (for use when there are south and south-easterly winds)**

Key: ● Current Arrival Paths ● Proposed Additional Arrival Paths ● Removed Arrival Paths (mode dependent)  
+ Melbourne Airport Runways Name of Arrival Path

## WILL THERE BE ANY CHANGE IN AIRCRAFT NOISE OR TRACKING?

Residents in the Kalkallo, Wallan, Mickleham, the northern end of Craigieburn, and Donnybrook areas (**Figure 2**) will notice additional concentrated flights when Runway 09 is in use for arrivals. This will be at noise levels below 60 decibels (dB(A))<sup>2</sup>. Arriving aircraft in this area are expected to be on descent from 15,000 feet or lower. Residents in the Wollert area (**Figure 2**) will notice an increase in flights on existing flight paths when Runway 09 is in use for arrivals. This will be at noise levels below 60 dB(A).

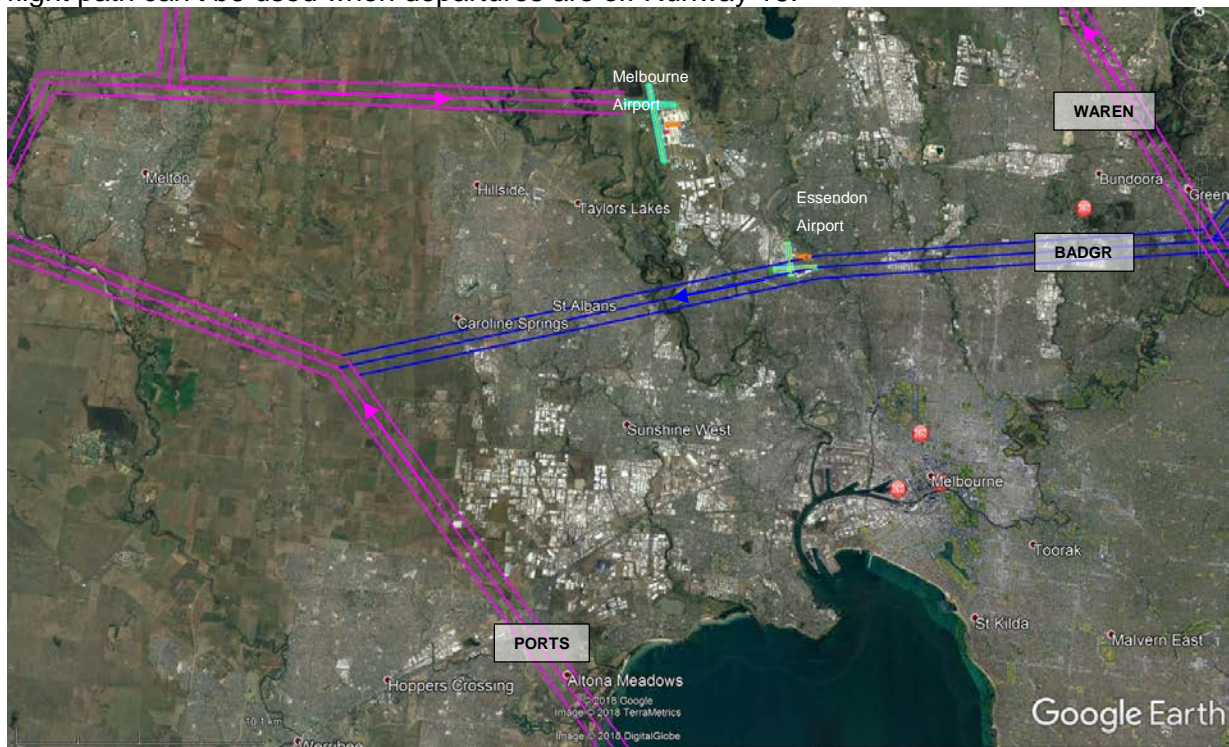


**Figure 2: Arrival flight path corridors for Runway 09 in Kalkallo, Mickleham, Wallan, Donnybrook and northern Craigieburn**

Key: ● Current Arrival Paths ● Proposed Additional Arrival Paths Name of Arrival Path



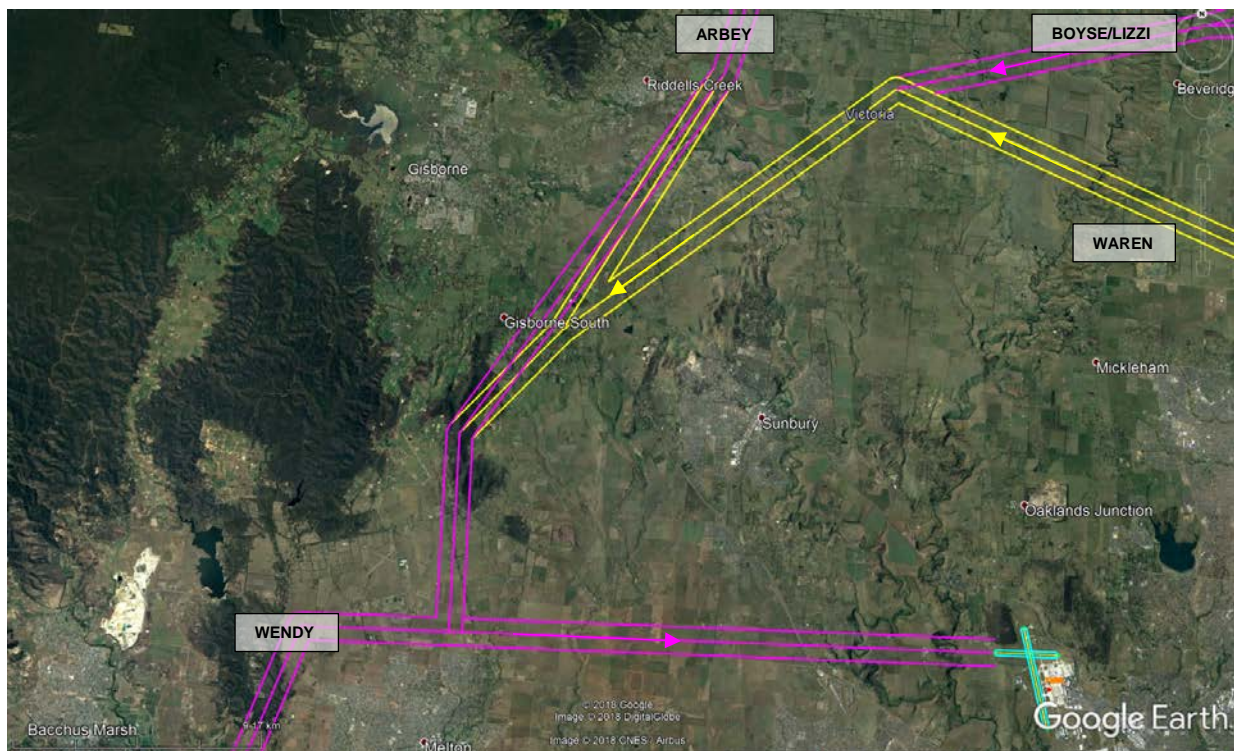
Residents in Keilor East, St Albans and Caroline Springs (**Figure 3**) may notice a reduction in concentrated flights when Runway 09 is in use for arrivals, as the flight path that tracks via BADGR waypoint will be removed. Residents in Altona Meadows and Laverton areas (**Figure 3**) may notice a reduction in concentrated flights when Runway 09 is in use for arrivals, as this flight path can't be used when departures are off Runway 16.



**Figure 3: Arrival flight path corridors for Runway 09 in Keilor East, St Albans and Caroline Springs**

Key: ● Current Arrival Paths ● Removed Arrival Paths (mode dependent) ✚ Melbourne Airport Runways □ Name of Arrival Path

Residents in the Gisborne South, Sunbury, Clarkefield and Toolern Vale areas (**Figure 4**) will notice an increase in arrival flights when Runway 09 is in use, at current noise levels below 60 dB(A). Residents may also notice arriving aircraft flying on a slightly different track, 800 metres to the east. Arriving aircraft in this area are expected to be at 6,000 feet on descent.



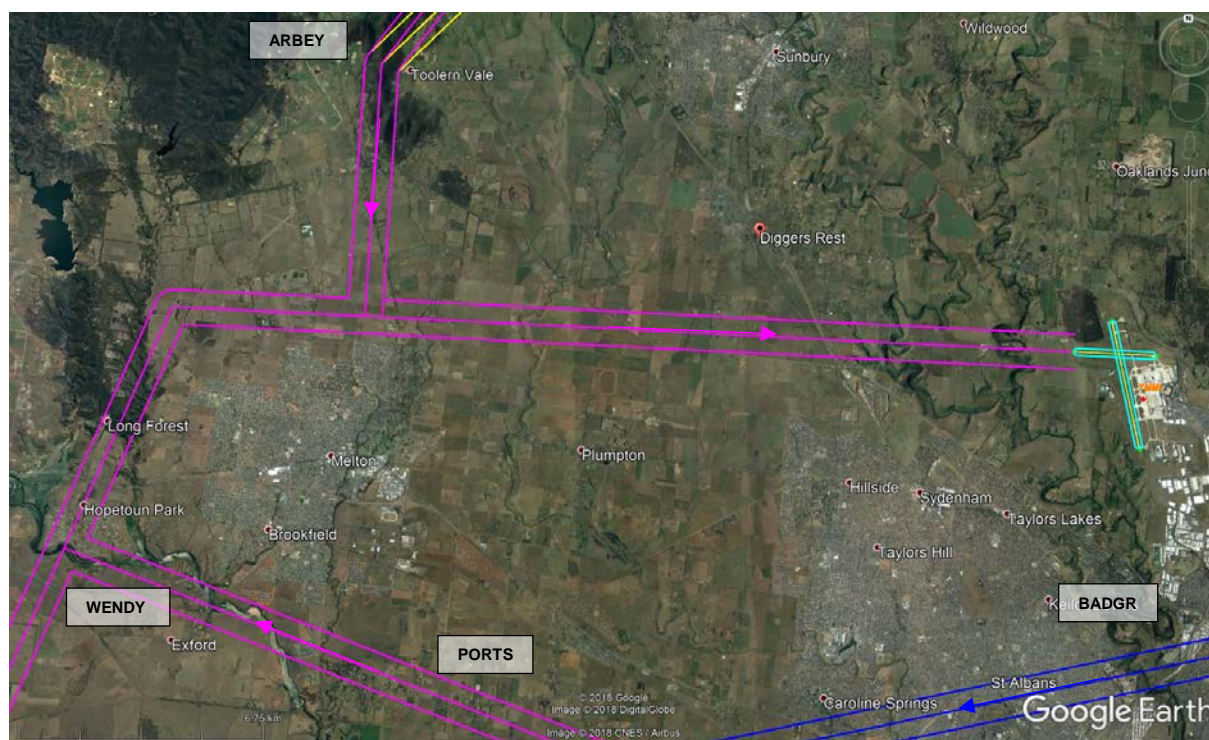
**Figure 4: Arrival flight path corridors for Runway 09 in Gisborne South, Sunbury, Clarkefield and Toolern Vale.**

Key: ● Current Arrival Paths ● Proposed Additional Arrival Paths ✚ Melbourne Airport Runways □ Name of Arrival Path



Residents between Melton and Toolern Vale (**Figure 5**) will notice an increase in arrival flights when Runway 09 is in use, at current noise levels of approximately 60 dB(A). Arriving aircraft will be between 6,000 feet and 4,000 feet, on descent.

For residents north of Melton, Plumpton and Hillside (including Diggers Rest) (**Figure 5**) there will be a noticeable increase in arrival flights when Runway 09 is used in this mode at current noise levels above 70 dB(A). These areas routinely experience departures but will now also experience arriving aircraft when this mode is in use.



**Figure 5: Arrival flight path corridors for Runway 09 in Melton, Toolern Vale, Plumpton and Hillside (including Diggers Rest)**


Key: ● Current Arrival Paths ● Proposed Additional Arrival Paths ● Removed Arrival Paths (mode dependent)  
+ Melbourne Airport Runways  Name of Arrival Path

## WHEN WILL THIS CHANGE OCCUR?

Airservices is proposing to implement these changes in April 2019.

## HOW CAN I HAVE MY SAY?

To provide feedback and/or register interest in receiving information on flight path changes, contact the Noise Complaints and Information Service (NCIS) on:

- Via online form at: <https://feedback.emsbk.com/asa>
- Mail to Feedback c/o Noise Complaints and Information Service, PO BOX 211 Mascot NSW 1460
- 1800 802 584 (free call)
- 131 450 (interpreter service) 

**Feedback closes on 26 February 2019.**

We will publish a summary of the feedback on our website.

1. Noise Abatement Procedures (NAPs) are designed to reduce the impact of aircraft noise on the community. They include procedures for runway use and flight paths to reduce flights over residential areas, as well as the designation of noise abatement areas.  
 2. dB(A): Decibels adjusted to reflect the ear's response to different frequencies of sound.