MELBOURNE AIRPORT RUNWAY MODE AND FLIGHT PATH CHANGES

NORTHERN COMMUNITY FACT SHEET

Airservices is proposing changes to how some runways (Runway 09 and Runway 16) are used for arrivals to Melbourne Airport, when certain wind conditions exist.

This is an Airservices initiated change to improve safety and efficiency at Melbourne Airport and is not part of the Melbourne Airport Runway Development Program.

This fact sheet is for communities located north of Melbourne Airport who may be affected by the proposed change. This includes communities near Kalkallo, Wallan, Mickleham, Craigieburn, Beveridge and Donnybrook.

WHY ARE THE CHANGES NECCESARY?

Flights land and take off from different runways depending on wind, weather, operational requirements, emergencies and noise management.

Currently at Melbourne Airport, during periods of south/south easterly winds, the north-south runway (Runway 16) is used for both arrivals and departures. This is an example of what is called a runway 'mode'. Runway modes are described in the Noise Abatement Procedures (NAPs) for Melbourne Airport.

During busy periods at Melbourne Airport, this existing runway mode may result in delays to flights on the ground and in the air, which can have flow-on impacts across the whole air traffic network.

Airservices is proposing to add a new runway mode to the NAPs to be used when there are south/south easterly winds.

The proposed new runway mode will reduce delays to aircraft and passengers, and reduce the workload for air traffic controllers and pilots, particularly when there is holding in the air for arriving traffic into Melbourne. The proposed changes will improve safety and efficiency of operations at Melbourne Airport.

WHAT IS GOING TO CHANGE?

The new runway mode will mean:

- Arriving domestic aircraft will now land on the east-west runway (Runway 09)
- Arriving international aircraft will continue to land on the north-south runway (Runway 16, as this is the longer runway)
- All departing aircraft (domestic and international) will continue to use Runway 16.

The new runway mode will assist to minimise delays in the air and on the ground, especially during peak periods.

In order for aircraft to land safely and efficiently on Runway 09, some arrival flight paths to the north and northwest of Melbourne Airport will also need to change. This will ensure that arriving aircraft remain separated from departing aircraft and can approach the airport in a safe and efficient manner. These arrival flight paths are known as Standard Instrument Arrivals (STARs) and each STAR has a name. Changes to the STARs have been designed to be as close to existing flight paths as possible.

Existing runway modes and flight paths will continue to be used at Melbourne Airport, in other wind conditions.

HOW WILL IT BE DIFFERENT FROM WHAT I EXPERIENCE TODAY?

Communities near Kalkallo, Wallan, Mickleham, Craigieburn, Beveridge and Donnybrook currently experience arrivals to Runway 16 (**Figure 1**).

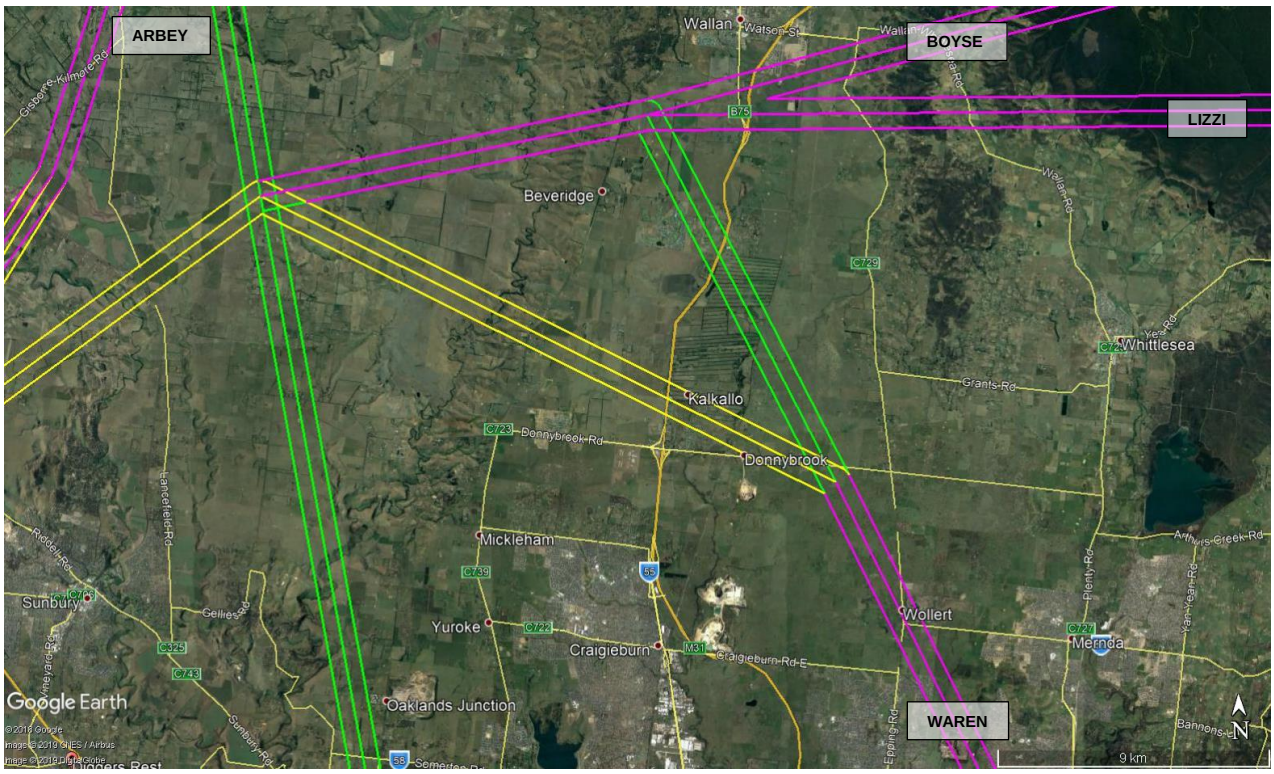


Figure 1: Arrival flight path corridors for Runway 09 in Kalkallo, Mickleham, Wallan, Donnybrook and northern Craigieburn

Key: Current Arrival Paths (Runway 09) Current Arrival Paths (Runway 16) Proposed Additional Arrival Paths (Runway 09) Name of Arrival Path

Wind patterns at Melbourne Airport are highly seasonal, and for most of the year these communities will see no change.

However, when the new runway mode is in use, these communities will see arriving aircraft flying on a slightly different flight path.

For about 60 days of the year these communities will see an increase in arrival flights to Runway 09 (approximately 20 flights on the WAREN STAR).

This will occur mainly during the months between October to April, and generally in the afternoons and evenings (between 2:00-11:00pm), as this is when the winds are likely to come from the south/south east. However the runway mode can be used throughout the year when the wind conditions are suitable, but use will be limited to between 6:00am-11:00pm.

On rare occasions, and for only a few days per year, the winds at Melbourne Airport will require the use of Runway 09 for arrivals all day. On these days, communities will notice an increase in arrivals on these flight paths (approximately 40 flights on the WAREN STAR).

The proposed new runway mode, with Runway 09 for arrivals, will not be used between 11:00pm-6:00am. However Runway 09 may be used during these times when it is the only suitable runway for operational reasons.

Estimated changes in the number of aircraft that these communities will experience in this runway mode is provided below.

How many Aircraft will I see?
Aircraft Arrivals

	WAREN	BOYSE/LIZZI
Most Days Approximately 300 Days Per Year	No change	No change
About 60 days a year Mostly afternoons and evenings in Spring & Summer	20	No change
Occasionally Approximately 1-2 Days Per Year	40	No change

There will be no change to the height that aircraft will be flying at. Aircraft in this area are still expected to be on descent from 15,000 feet.

There will be no change to the distance international and domestic arriving aircraft will be from communities near Wallan.

There will be no change to the distance international arriving aircraft will be from communities near Kalkallo, Donnybrook, Mickleham, Beveridge and Craigieburn.

Some domestic arriving aircraft will fly on a slightly different track, approximately 3 kilometres closer to Mickleham, 2 kilometres closer to Craigieburn and 2.5km further from Beveridge. These aircraft will now fly over Kalkallo and Donnybrook (WAREN STAR)[1].

WHAT WILL I HEAR?

Communities near Kalkallo, Wallan, Mickleham, Craigieburn, Beveridge and Donnybrook will continue to experience aircraft noise at current levels of less than 60 decibels (dB(A))[2].

WHEN WILL THIS CHANGE OCCUR?

Implementation of this change is planned for May 2019.

Disclaimer: While the information contained in this document has been presented with all due care, Airservices does not represent that the Information is free from errors or omission.

WHERE CAN I GET MORE INFORMATION?

Airservices will be hosting 'drop in' consultation sessions with potentially affected communities between 7 and 9 March 2019. Details of these sessions are available on the Airservices website. A general fact sheet about the changes is also available on the website.

HOW CAN I HAVE MY SAY?

Feedback can be provided:

- In person at one of our consultation sessions
- 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

For general information on flight path changes, contact the Noise Complaints and Information Service (NCIS) on:

- 1800 802 584 (free call)
- 131 450 (interpreter service)

Consultation commenced on 15 January 2019 and feedback closes on **12 March 2019.**

1. Aircraft distance has been measured from the town centre.
2. dB(A): Decibels adjusted to reflect the ear's response to different frequencies of sound. Australian Standard 2021:2015

Disclaimer: While the information contained in this document has been presented with all due care, Airservices does not represent that the Information is free from errors or omission.