

12 JUN 2025

MELBOURNE NOISE ABATEMENT PROCEDURES**1 - PREFERRED RUNWAY MODES** (applicable to all aircraft)**1.1 (a) 0600 - 2300 HR Local time**

RUNWAY MODE			
PRIORITY	LANDING	TAKE-OFF	NOTES
1 (equal)	Runway 16	Runway 27	See Note 1
1 (equal)	Runway 27	Runway 27 & 34	See Note 2
2	Runway 09	Runway 16	See Note 7
3	Runway 27	Runway 27	
4	Runway 34 or 16	Runway 34 or 16	
5	Runway 09	Runway 09	See Note 3

(b) 0600 - 2300 HR Local time (high capacity landing modes)

RUNWAY MODE			
PRIORITY	LANDING	TAKE-OFF	NOTES
1 (equal)	Runway 27 & 34 (LAHSO)	Runway 27	See Note 4

(c) 2300 - 0600 HR Local time

RUNWAY MODE			
PRIORITY	LANDING	TAKE-OFF	NOTES
1	Runway 16	Runway 27	Except as per Note 5 See also Note 6
2	Runway 27	Runway 27 & 34	See Note 2 & 5
3	Runway 27	Runway 27	
4	Runway 34 or 16	Runway 34 or 16	
5	Runway 09	Runway 09	See Note 3

Notes:

1. RWY 16 take-off permitted for south and east bound routes, subject to traffic by:
 - i. propeller-driven aircraft, the noise emissions from which do not exceed 90EPNdB (eg: DHC8, SF34); or
 - ii. jet aircraft up to B737/A320 size, but only when there is a significant ground delay for a departure from RWY 27.
2. RWY 34 landing is permitted, subject to traffic, for arrivals via the PORTS STAR through south-west to the ALAXO STAR.
3. RWY 09 is equal first priority for landing but lowest priority for take-off. Ad-hoc landings on RWY 09 may be available when suitable with overall traffic management.
4. High capacity modes may be used during peak arrival periods when significant airborne delays would otherwise occur.
5. Night jet departures: When there are jet departures requiring the longer runway for take-off, priority 2 mode may be nominated by ATC instead of priority 1.
6. RWY 34 landing is permitted, subject to traffic, for arrivals via the ALAXO STAR.
7. Not available between 2300-0600 Local time.

MMLNA01-183

12 JUN 2025

- 1.2 - Between the hours of 2300 and 0600 Local, jet aircraft departing RWY 16 must use the full runway length.
- 1.3 - Jet noise abatement climb procedures apply for RWY 16 and 09.

2 - PREFERRED FLIGHT PATHS

- 2.1 - The minimum height over densely populated areas is:
- Jet aircraft 5000ft AGL;
 - Non-jet aircraft 3000ft AGL;
- except where impractical in the normal course of operation to and from the airport runways.
- 2.2 - ATC shall normally process IFR departing aircraft via Standard Instrument Departures. When a departing aircraft is not following a procedural SID, ATC shall process the aircraft via flight paths that approximate relevant SID tracks, where possible, and in compliance with para 2.1.
- 2.3 - IFR arriving aircraft must be processed via STAR tracks (where available), although aircraft may be radar vectored from STAR down-wind or base leg to final approach. Otherwise, STAR tracking may only be varied if essential for sequencing or separation. Non-STAR tracking must comply with para 2.1.
- 2.4 - When RWY 16 is in use:
- Aircraft for left base will be tracked via:
- i. STAR track via BELTA; or
 - ii. Visual track for left base to ROKDL; provided that
- (a) Aircraft must not be track shortened prior to SEKNU waypoint (20 ML) from the BOOIN STAR or VALES waypoint (30 ML) from the BOYSE STAR; or
 - (b) If separation requires aircraft to be positioned north of the STAR base leg, ATC should route aircraft clear of Wallan township. If avoidance of Wallan is not possible, then overflight by jet aircraft should be at or above 6000ft AMSL whenever practicable.
- 2.5 - When RWY 34 is in use:
- (1) Aircraft for right base:
 - i. Must follow STAR track via Essendon Airport; or
 - ii. If separation requires, may be RADAR VECTORED south of Essendon Airport to intercept runway centreline.
 - (2) Aircraft for straight-in approach or left base:
 - i. Must follow the applicable STAR; or
 - ii. Between 0600 and 2300 Local only, may be RADAR VECTORED to be established on runway centreline not closer than 5 DME ML (3.5 NM from touchdown).
- 2.6 - Between the hours of 2300 and 0600 Local, aircraft from the south-east must not proceed west of the ONAGI - MOSVO track until MOSVO, except that aircraft requiring to land on RWY 09 or 34 may proceed via the PORTS STAR.

3 - TRAINING FLIGHTS

See AIP/ERSA