

**Infrastructure, Transport, Regional Development, Communications and the Arts**  
**Committee Inquiry Question on Notice**  
**Rural and Regional Affairs and Transport**  
**Impact and mitigation of aircraft noise**

**IQ24-000070**

**Division/Agency:** DIV - Domestic Aviation and Reform

**Hansard Reference:** Spoken, Page No. 61 (20 September 2024)

**Topic:** Difference between Melbourne Airport's third runway and Western Sydney Airport

**Steph Hodgins-May asked:**

Senator HODGINS-MAY: It just seems curious; how is Melbourne Airport's third runway different from the airport in Western Sydney? Would this then indicate that homes in the ANEF 20 won't be compensated in Melbourne?

Mrs Nattey: I'll take that on notice, if that's alright.

Senator HODGINS-MAY: Yes, please.

**Answer:**

Australia Pacific Airport (Melbourne) Pty Ltd as the airport lessee company for Melbourne Airport is required to implement a noise amelioration program to ameliorate the impact of aircraft noise on both residential dwellings and facilities where childcare, healthcare, education or aged care services (or similar) are provided to the community, situated within the 20-year ANEF 25 contour (or higher) for Melbourne Airport.

In contrast, the eligibility criteria for the noise insulation program for Western Sydney International (Nancy-Bird Walton) Airport (WSI) is broader at ANEC 20. As a new greenfield, curfew-free airport development, WSI will introduce aircraft noise into areas that currently receive little to no existing aircraft noise impacts. Some parts of the WSI noise insulation program eligibility area are still rural in nature, and have lower existing ambient noise levels, when compared to other areas in close proximity to other major metropolitan airports.

In recognition of these unique circumstances, the noise insulation program for WSI will provide a modest broadening in eligibility over the previous Australian noise insulation programs at Sydney (Kingsford Smith) and Adelaide airports – by using ANEC 20 as the eligibility contour at WSI, instead of the comparable ANEF 30 (for residential) and ANEF 25 (for non-residential) contours as used at Sydney and Adelaide.

**Note:**

The Australian Noise Exposure Concept (ANEC) is a cumulative noise measure, used for planning new airports, which illustrates aircraft noise exposure based on forecast operating scenarios and shows expected exposure levels from an average day's anticipated aircraft movements, calculated over a 12-month period. The ANEC contour values are directly

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comparable to the Australian Noise Exposure Forecast (ANEF), which is based on a final approved flight path design and is endorsed by Airservices Australia.

The noise amelioration program for Melbourne Airport applies only to dwelling and public facilities situated within ANEF 25 contour or higher. Dwellings and public facilities situated in locations with a lower ANEF will not receive the benefit of the condition.

In accordance with Section 96 of the *Airports Act 1996*, the publication of the final approved Major Development Plan by Melbourne Airport is required within 50 business days of the Minister's approval, i.e. by no later than 22 November 2024.