

**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. Runway 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. Runway 34 landing is permitted, subject to traffic, for arrivals via the PORTS STAR through south-west to the WENDY STAR.
3. Runway 09 is equal first priority for landing but lowest priority for take-off. Ad-hoc landings on runway 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. Runway 34 landing is permitted, subject to traffic, for arrivals via the WENDY STAR.
7. Not available between 2300-0600 local time.