



## ENDORSEMENT OF AUSTRALIAN NOISE EXPOSURE FORECASTS

The *Airports Act 1996* (Section 5) defines an Australian Noise Exposure Forecast (ANEF) for an airport to mean an ANEF endorsed in the manner approved by the Minister.

1. In deciding whether to endorse an ANEF for technical accuracy Airservices Australia (“the endorser”) must be satisfied with the following elements of the ANEF:
  - a) that the appropriate selection of aircraft types for the airport have been used as input data;
  - b) that the runway usage and flight track data used as an input to the model are operationally suitable for the airport;
  - c) that the forecast numbers of aircraft movements, operating times and the aircraft types carrying out operations are not greater than the physical ultimate capacity of the existing or proposed runway/s using accepted and published methodologies;
  - d) that the contours have been modelled correctly;
  - e) that the proponent has demonstrated it has paid due regard to all issues raised by State and Local Government authorities in relation to the ANEF; and
  - f) any other matter the endorser considers relevant in deciding whether to endorse the ANEF.
  
2. The endorser of the ANEF must ensure that the following information is provided to it by the proponent of the ANEF in order to complete the assessment under 1. above:
  - a) three hard copies (3) of the proposed ANEF map suitable for endorsement (two to be retained by the endorser);
  - b) a copy in digital form of the noise study modelling files;
  - c) a plot of the flight tracks used with tracks labelled;
  - d) a table of aircraft movements by aircraft type, time of day and runway (usually reproduced on the ANEF map);
  - e) written details of the following:
    - i. the noise model and version used and the refinement and tolerance used in calculation;

- ii. the coordinate system used for the base map, runways and contours;
  - iii. all assumptions made in preparation of the ANEFs;
  - iv. the person/s and the organisation or company who have taken responsibility for all input assumptions used in preparation of the contours (including the forecasts of aircraft numbers and types, the day/night splits, the runway locations and usage, and the flight track locations and the assignments of aircraft using those tracks); and
  - v. in the case of aircraft noise contours modelled incorporating the effects of topography, advice of same noted in the title block of the map.
- f) evidence that the relevant State and Local Government authorities have sighted the proposed ANEF contour chart and have had the opportunity to comment; and
- g) any other material the endorser considers necessary to make a proper assessment under 1 above. (An endorsement checklist is available from Airservices Australia to assist with this process.)
3. If the endorser is satisfied that the criteria for endorsement have been met, the endorser should stamp the ANEF as being endorsed for technical accuracy as the ANEF for the airport for the purposes of the Master Plan.

The endorsement must specify if the ANEF is a:

- 'standard' ANEF (ie a forecast of noise exposure levels up to a maximum of 20 years); or
- 'long range' ANEF (ie a forecast of noise exposure levels beyond 20 years) and specify the number of years; or an
- 'ultimate practical capacity' ANEF (ie a forecast of noise exposure levels likely if an airport was operating at its ultimate practical capacity).



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**DARREN CHESTER**  
**Minister for Infrastructure and Transport**  
1.8 April 2017