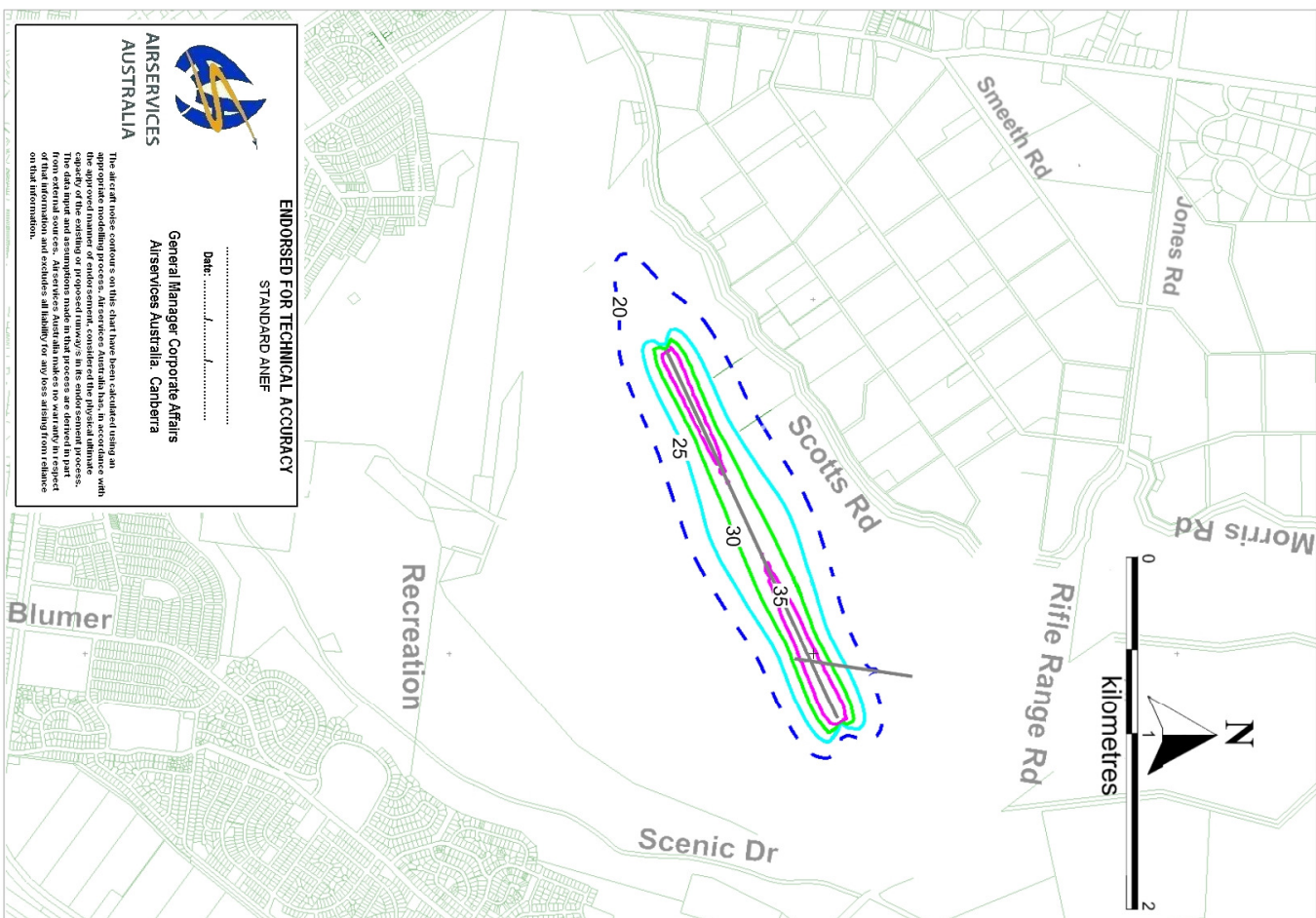


## GRIFFITH AIRPORT 2018 ANEF

ANEF contours modelled by INM 6.2a incorporating terrain data and using WGS84 as coordinate base system.

AIRSERVICES  
AUSTRALIAENDORSED FOR TECHNICAL ACCURACY  
STANDARD ANEF

Date: ...../...../.....

General Manager Corporate Affairs  
Airservices Australia, Canberra

The aircraft noise contours on this chart have been calculated using an appropriate modelling process. Airservices Australia has, in accordance with the appropriate number of endorsement, considered the physical information provided by the modelling process and the information derived from the data input and assumptions made in that process as derived to part of that information and excludes all liability for any loss arising from reliance on that information.

## Aircraft movements table.

Where figures have been rounded, discrepancies may occur between totals and the sums of component items.

Runway	Aircraft	Arrivals	Day		Arrivals	Night		Total Day/Night
			Departure	Circuit Movements		Departure	Circuit Movements	
06	BEC58P	0.350	0.350	0	0	0	0	0.700
	C130	0.003	0.003	0	0	0	0	0.005
	CNA172	0.467	0.467	28	0	0	0	3.733
	DC3	0.701	0.701	0	0	0	0	1.403
	DHC6	0.090	0.090	0	0.06	0.06	0	0.300
24	GF340	0.880	0.880	0	0	0	0	1.760
	GV	0.600	0.600	0	0	0	0	1.200
	PA31	0.500	0.500	0	0	0	0	1.000
	CNA441	0.701	0.701	0	0	0	0	1.402
	Subtotal	4.292	4.292	2.800	0.660	0.660	0.000	11.503
06 Subtotal	BEC58P	0.650	0.650	0	0	0	0	1.300
	C130	0.003	0.003	0	0	0	0	0.005
	CNA172	1.167	1.167	7	0	0	0	9.333
	DC3	1.303	1.303	0	0	0	0	2.605
	DHC6	0.210	0.210	0	0.14	0.14	0	0.700
24 Subtotal	GF340	2.053	2.053	0	0	0	0	4.107
	GV	1.400	1.400	0	0	0	0	2.800
	PA31	1.167	1.167	0	0	0	0	2.333
	CNA441	1.300	1.300	0	0	0	0	2.600
	Subtotal	9.252	9.252	7.000	0.140	0.140	0.000	25.784
36	CNA172	0.0333	0.0333	0.2	0	0	0	0.267
36 Subtotal		0.0333	0.0333	0.2	0	0	0	0.267
GRAND TOTAL		13.577	13.577	10.800	0.200	0.200	0.000	37.554

Building site acceptability based on ANEF Zones from Australian Standard AS2021-2000

Building Type	Acceptable	ANEF Zone of Site		Unacceptable
		Conditional	Unacceptable	
House, home unit, flat, caravan park	Less than 20 ANEF	20 to 25 ANEF	Greater than 25 ANEF	
Hotel, motel, hostel	Less than 25 ANEF	25 to 30 ANEF	Greater than 30 ANEF	
School, university	Less than 20 ANEF	20 to 25 ANEF	Greater than 25 ANEF	
Hospital, nursing home	Less than 20 ANEF	20 to 25 ANEF	Greater than 25 ANEF	
Public building	Less than 20 ANEF	20 to 30 ANEF	Greater than 30 ANEF	
Commercial building	Less than 25 ANEF	25 to 35 ANEF	Greater than 35 ANEF	
Light industrial	Less than 30 ANEF	30 to 40 ANEF	Greater than 40 ANEF	
Other industrial		Acceptable in all ANEF Zones		

## NOTES:

- 1 The actual location of the 20 ANEF+ contour is difficult to define accurately, mainly because of variation in aircraft flight paths. Because of this, the procedure of Clause 2.3.2 may be followed for building sites outside but near to the 20 ANEF contour.
- 2 Within 20 ANEF to 25 ANEF, some people may find that the land is not compatible with residential or educational uses. Land use authorities may consider that the incorporation of noise control features in the construction of residences or schools is appropriate (see also Figure A1 of Appendix A).
- 3 There will be cases where a building of a particular type will contain spaces used for activities which would generally be found in a different type of building (e.g. an office in an industrial building). In these cases Table 2.1 should be used to determine site acceptability, but internal design noise levels within the specific spaces should be determined by Table 3.3.
- 4 This Standard does not recommend development in unacceptable areas.
- 5 However, where the relevant planning authority determines that any development may be necessary within existing built-up areas designated as unacceptable, it is recommended that such development should achieve the required ANR determined according to Clause 3.2. For residences, schools, etc., the effect of aircraft noise on outdoor areas associated with the buildings should be considered.
- 5 In no case should new development take place in greenfield sites deemed unacceptable because such development may impact airport operations.