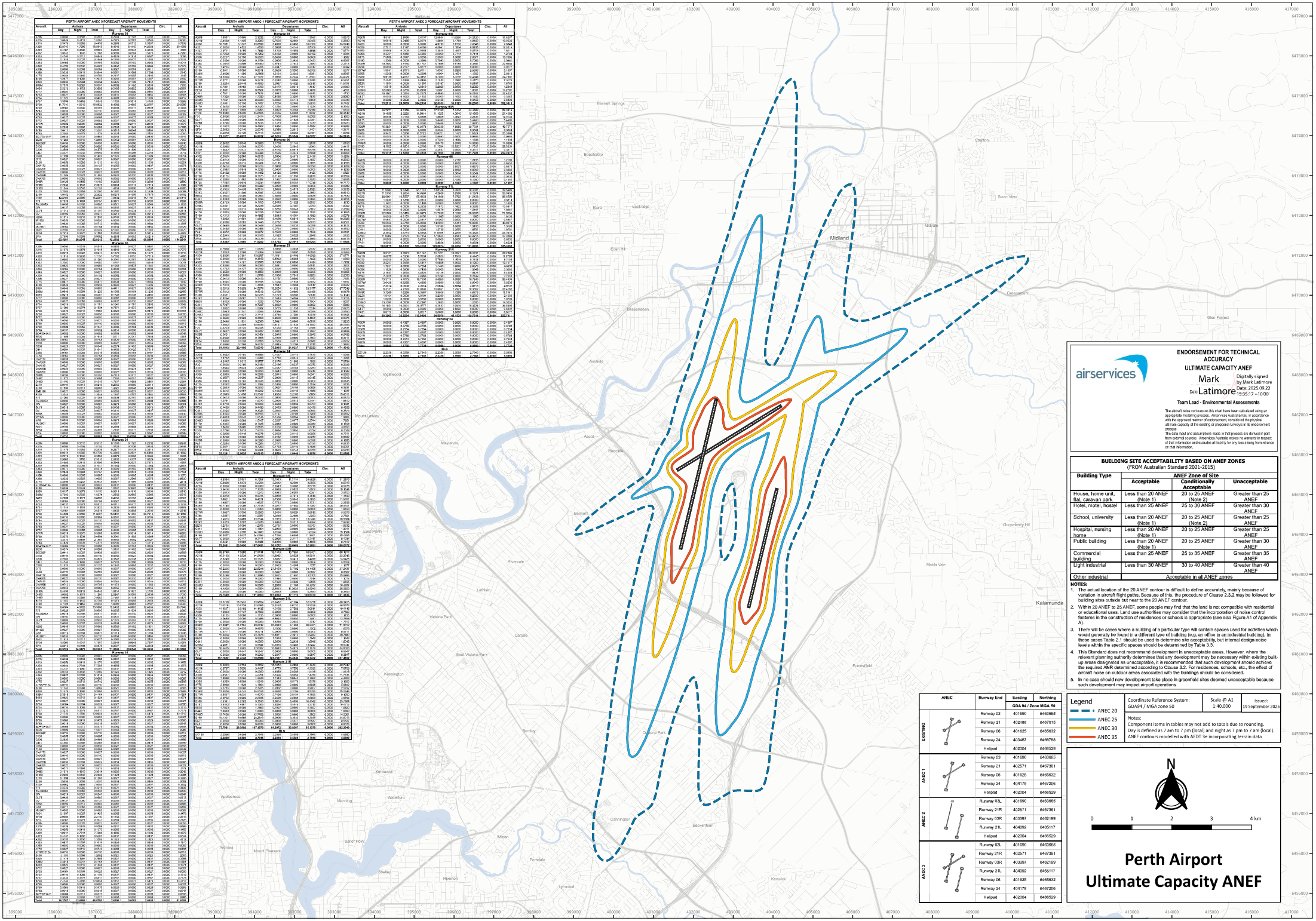

PERTH AIRPORT ANEC 0 FORECAST AIRCRAFT MOVEMENTS
PERTH AIRPORT ANEC 1 FORECAST AIRCRAFT MOVEMENTS
PERTH AIRPORT ANEC 3 FORECAST AIRCRAFT MOVEMENTS
PERTH AIRPORT ANEC 2 FORECAST AIRCRAFT MOVEMENTS
airservices
ENDORSEMENT FOR TECHNICAL ACCURACY
ULTIMATE CAPACITY ANEF
Mark Latimore
Digitally signed by Mark Latimore
Date: 2025.09.22 15:35:17 +10'00'
Team Lead - Environmental Assessments
The aircraft noise contours on this chart have been calculated using an appropriate modelling process. Airservices Australia has, in accordance with the approved manner of endorsement, considered the physical attribute capacity of the existing or proposed runway/s in its endorsement process.
The data input and assumptions made in that process are derived in part from external sources. Airservices Australia makes no warranty in respect of that information and excludes all liability for any loss arising from reliance on that information.
BUILDING SITE ACCEPTABILITY BASED ON ANEF ZONES
(FROM Australian Standard 2021-2015)
Building Type
ANEF Zone of Site
Acceptable
Conditionally Acceptable
Unacceptable
House, home unit, flat, caravan park
Less than 20 ANEF (Note 1)
20 to 25 ANEF (Note 2)
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 (Note 1)
20 to 25 ANEF (Note 2)
Greater than 25 ANEF
Hospital, nursing home
Less than 20 ANEF (Note 1)
20 to 25 ANEF
Greater than 25 ANEF
Public building
Less than 20 ANEF (Note 1)
20 to 25 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. 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
ANEC
Runway End
Easting
Northing
GDA 94 / Zone MGA 50
EXISTING
ANEC 1
ANEC 2
ANEC 3
Runway 03
Runway 21
Runway 06
Runway 24
Helipad
Runway 03L
Runway 21R
Runway 03R
Runway 21L
Legend
ANEC 20
ANEC 25
ANEC 30
ANEC 35
Coordinate Reference System: GDA94 / MGA zone 50
Scale @ A1 1:40,000
Issued: 19 September 2025
Notes:
Component items in tables may not add to totals due to rounding.
Day is defined as 7 am to 7 pm (local) and night as 7 pm to 7 am (local).
ANEF contours modelled with AEDT 3e incorporating terrain data
N
0
1
2
3
4 km
Perth Airport
Ultimate Capacity ANEF