

HMAS ALBATROSS

Aircraft	Military Helicopters Daily Movements by Runway and Aircraft Type									
	Arrivals			Departures			Circuits			Overall
	Day	Night	Total	Day	Night	Total	Day	Night	Total	
Runway 21										
AW139	0.12	0	0.12	0.12	0	0.12	0.02	0	0.02	0.24
CH-47	0.03	0	0.03	0.03	0	0.03	0	0	0	0.06
EC-135T2+	3.43	1.47	4.9	2.88	1.23	4.11	15.98	7.99	23.97	30.96
Tiger	0.03	0	0.03	0.03	0	0.03	0	0	0	0.06
MH-60R	2.72	1.16	3.88	2.38	1.02	3.4	0.98	0.42	1.4	8.68
UH-60M	0.004	0.031	0.035	0.004	0.031	0.035	0	0	0	0.07
Runway 26										
AW139	0.15	0	0.15	0.15	0	0.15	0.03	0	0.03	0.33
CH-47	0.04	0	0.04	0.04	0	0.04	0	0	0	0.08
EC-135T2+	3.57	1.53	5.1	3.7	1.59	5.29	20.55	10.27	30.82	41.21
Tiger	0.04	0	0.04	0.04	0	0.04	0	0	0	0.08
MH-60R	2.94	1.26	4.2	3.06	1.31	4.37	1.26	0.54	1.8	10.37
UH-60M	0.005	0.04	0.045	0.005	0.04	0.045	0	0	0	0.09
Runway 08										
AW139	0.16	0	0.16	0.16	0	0.16	0.03	0	0.03	0.35
CH-47	0.05	0	0.05	0.05	0	0.05	0	0	0	0.1
EC-135T2+	3.7	1.59	5.29	3.98	1.7	5.68	22.07	11.03	33.1	44.07
Tiger	0.05	0	0.05	0.05	0	0.05	0	0	0	0.1
MH-60R	3.17	1.36	4.53	3.28	1.41	4.69	1.35	0.58	1.93	11.15
UH-60M	0.005	0.043	0.048	0.005	0.043	0.048	0	0	0	0.096
Runway 03										
AW139	0.13	0	0.13	0.13	0	0.13	0.02	0	0.02	0.28
CH-47	0.04	0	0.04	0.04	0	0.04	0	0	0	0.08
EC-135T2+	3.02	1.29	4.31	3.15	1.35	4.5	17.5	8.75	26.25	35.06
Tiger	0.04	0	0.04	0.04	0	0.04	0	0	0	0.08
MH-60R	2.49	1.07	3.56	2.6	1.12	3.72	1.07	0.46	1.53	8.81
UH-60M	0.004	0.034	0.038	0.004	0.034	0.038	0	0	0	0.076

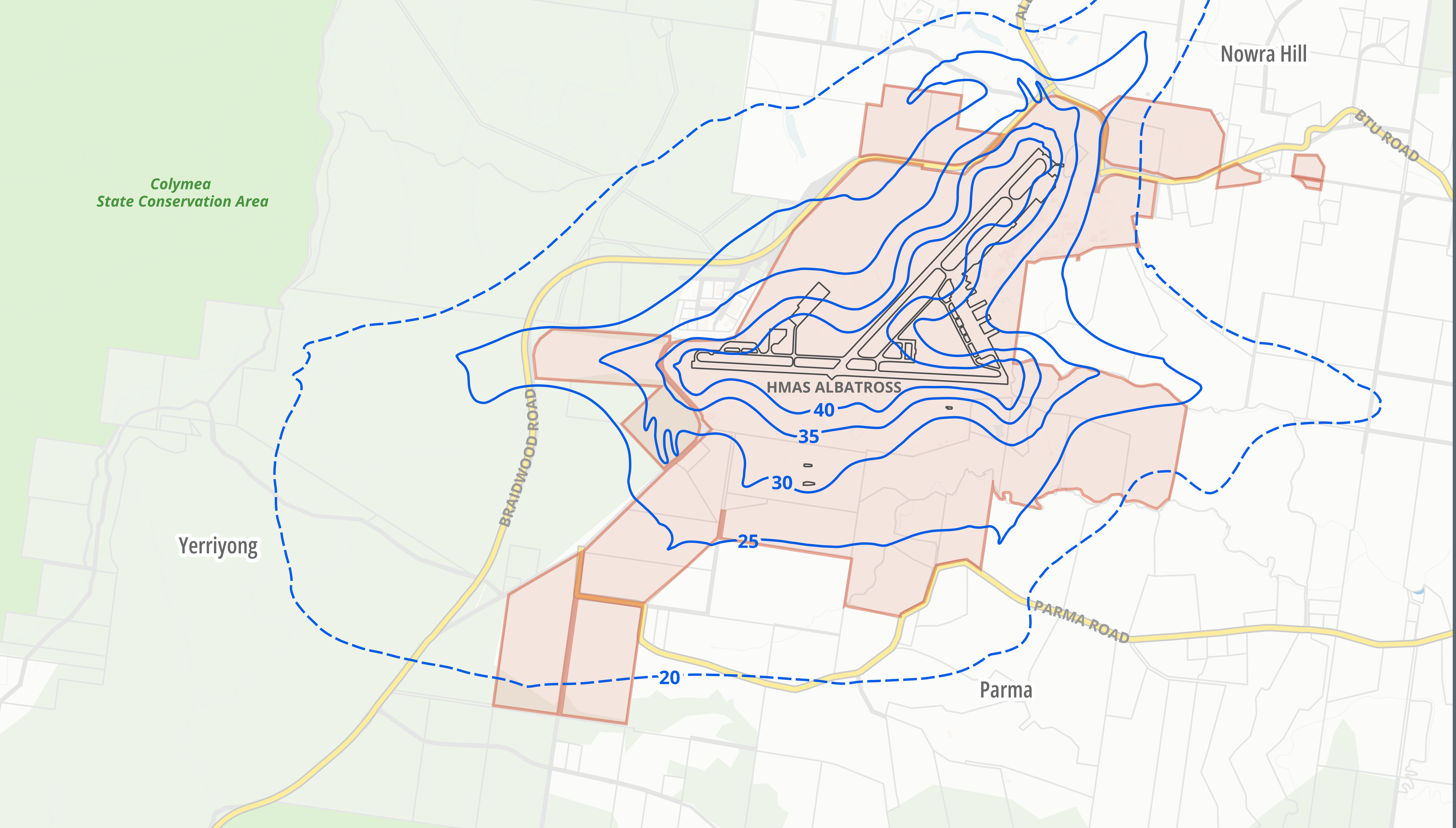
Aircraft	Military Fixed Wing Aircrafts Daily Movements by Runway and Aircraft Type									
	Arrivals			Departures			Circuits			Overall
	Day	Night	Total	Day	Night	Total	Day	Night	Total	
Runway 21										
Airbus A330	0.01	0	0.01	0.01	0	0.01	0	0	0	0.02
BAE Systems Hawk	0.02	0	0.02	0.02	0	0.02	0	0	0	0.04
Boeing BBJ 737	0.01	0	0.01	0.01	0	0.01	0	0	0	0.02
Boeing P8	0.01	0	0.01	0.01	0	0.01	0	0	0	0.02
C-17	0.01	0	0.01	0.01	0	0.01	0	0	0	0.02
C-130	0.07	0	0.07	0.07	0	0.07	0.16	0	0.16	0.3
C-27J	0.01	0	0.01	0.01	0	0.01	0.17	0	0.17	0.19
CASA C-212	0	0	0	0.65	0.15	0.8	1.25	0.31	1.56	2.36
Dassault Falcon	0.01	0	0.01	0.01	0	0.01	0	0	0	0.02
E-7A Wedgetail	0.01	0	0.01	0.01	0	0.01	0	0	0	0.02
F-18 Hornet	0.02	0	0.02	0.02	0	0.02	0	0	0	0.04
JPATS Boeing 737-400	0.03	0	0.03	0.03	0	0.03	0	0	0	0.06
King Air B200T	0.08	0	0.08	0.08	0	0.08	0.01	0	0.01	0.17
Learjet 35	0.32	0	0.32	0	0	0.32	0	0.05	0.05	0.37
Light Aircraft - Twin	0.05	0.01	0.06	0.05	0.01	0.06	0.06	0.01	0.07	0.19
Light Aircraft - Single	0.12	0.01	0.13	0.12	0.01	0.13	0.14	0.02	0.16	0.42
Pilatus PC-21	0.01	0	0.01	0.01	0	0.01	0	0	0	0.02
Super King Air	0.06	0	0.06	0.06	0	0.06	0	0	0	0.12
Runway 26										
Airbus A330	0.01	0	0.01	0.01	0	0.01	0	0	0	0.02
BAE Systems Hawk	0.03	0	0.03	0.03	0	0.03	0	0	0	0.06
Boeing BBJ 737	0.01	0	0.01	0.01	0	0.01	0	0	0	0.02
Boeing P8	0.01	0	0.01	0.01	0	0.01	0	0	0	0.02
C-17	0.02	0	0.02	0.02	0	0.02	0	0	0	0.04
C-130	0.14	0	0.14	0.14	0	0.14	0.31	0	0.31	0.59
C-27J	0.03	0	0.03	0.03	0	0.03	0.33	0	0.33	0.39
CASA C-212	0.65	0	0.65	0	0	0.65	0.66	3.31	4.11	5.37
Dassault Falcon	0.01	0	0.01	0.01	0	0.01	0	0	0	0.02
E-7A Wedgetail	0.02	0	0.02	0.02	0	0.02	0	0	0	0.04
F-18 Hornet	0.03	0	0.03	0.03	0	0.03	0	0	0	0.06
JPATS Boeing 737-400	0.07	0	0.07	0.07	0	0.07	0	0	0	0.14
King Air B200T	0.17	0	0.17	0.17	0	0.17	0.02	0	0.02	0.36
Learjet 35	0.63	0	0.63	0	0	0.63	0.1	0	0.1	0.73
Light Aircraft - Twin	0.11	0.01	0.12	0.11	0.01	0.12	0.12	0.01	0.13	0.37
Light Aircraft - Single	0.25	0.03	0.28	0.25	0.03	0.28	0.28	0.03	0.31	0.87
Pilatus PC-21	0.01	0	0.01	0.01	0	0.01	0	0	0	0.02
Super King Air	0.12	0	0.12	0.12	0	0.12	0	0	0	0.24
Runway 08										
Airbus A330	0.01	0	0.01	0.01	0	0.01	0	0	0	0.02
BAE Systems Hawk	0.03	0	0.03	0.03	0	0.03	0	0	0	0.06
Boeing BBJ 737	0.01	0	0.01	0.01	0	0.01	0	0	0	0.02
Boeing P8	0.01	0	0.01	0.01	0	0.01	0	0	0	0.02
C-17	0.02	0	0.02	0.02	0	0.02	0	0	0	0.04
C-130	0.12	0	0.12	0.12	0	0.12	0.27	0	0.27	0.51
C-27J	0.02	0	0.02	0.02	0	0.02	0.3	0	0.3	0.34
Dassault Falcon	0.01	0	0.01	0.01	0	0.01	0	0	0	0.02
E-7A Wedgetail	0.02	0	0.02	0.02	0	0.02	0	0	0	0.04
F-18 Hornet	0.03	0	0.03	0.03	0	0.03	0	0	0	0.06
JPATS Boeing 737-400	0.06	0	0.06	0.06	0	0.06	0	0	0	0.12
King Air B200T	0.15	0	0.15	0.15	0	0.15	0.02	0	0.02	0.32
Learjet 35	0.56	0	0.56	1.75	0	1.75	0.9	0	0.9	3.21
Light Aircraft - Twin	0.1	0.01	0.11	0.1	0.01	0.11	0.11	0.01	0.12	0.34
Light Aircraft - Single	0.22	0.03	0.25	0.22	0.03	0.25	0.25	0.03	0.28	0.78
Pilatus PC-21	0.01	0	0.01	0.01	0	0.01	0	0	0	0.02
Super King Air	0.11	0	0.11	0.11	0	0.11	0	0	0	0.22
Runway 03										
Airbus A330	0.01	0	0.01	0.01	0	0.01	0	0	0	0.02
BAE Systems Hawk	0.01	0	0.01	0.01	0	0.01	0	0	0	0.02
Boeing BBJ 737	0.01	0	0.01	0.01	0	0.01	0	0	0	0.02
Boeing P8	0.01	0	0.01	0.01	0	0.01	0	0	0	0.02
C-17	0.01	0	0.01	0.01	0	0.01	0	0	0	0.02
C-130	0.05	0	0.05	0.05	0	0.05	0.12	0	0.12	0.22
C-27J	0.01	0	0.01	0.01	0	0.01	0.13	0	0.13	0.15
Dassault Falcon	0.01	0	0.01	0.01	0	0.01	0	0	0	0.02
E-7A Wedgetail	0.01	0	0.01	0.01	0	0.01	0	0	0	0.02
F-18 Hornet	0.01	0	0.01	0.01	0	0.01	0	0	0	0.02
JPATS Boeing 737-400	0.03	0	0.03	0.03	0	0.03	0	0	0	0.06
King Air B200T	0.06	0	0.06	0.06	0	0.06	0.01	0	0.01	0.13
Learjet 35	0.25	0	0.25	0	0	0.25	0	0	0	0.29
Light Aircraft - Twin	0.04	0.01	0.05	0.04	0.01	0.05	0.05	0.01	0.06	0.16
Light Aircraft - Single	0.1	0.01	0.11	0.1	0.01	0.11	0.11	0.01	0.12	0.34
Pilatus PC-21	0.01	0	0.01	0.01	0	0.01	0	0	0	0.02
Super King Air	0.05	0	0.05	0.05	0	0.05	0	0	0	0.1

Aircraft	Flight Deck Procedural Training (FDPT) by Aircraft Type				Overall
	Day		Night		
MH-60R	0.2	0.2	0.2	0.2	0.4

Building Type	Building Site Acceptability Based on ANEF Zones		
	ANEF Zone of Site		
	Acceptable	Conditionally Acceptable	Unacceptable
House, home unit, flat, caravan park	Less than 20 ANEF ¹	20 to 25 ANEF 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 ¹	20 to 25 ANEF ²	Greater than 25 ANEF
Hospital, nursing home	Less than 20 ANEF ¹	20 to 25 ANEF	Greater than 25 ANEF
Public building	Less than 20 ANEF ¹	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 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.

Source: AS 2021:2015, Table 2.1



2043 Australian Noise Exposure Forecast

To be read in conjunction with AS2021:2015.