

HMAS CRESWELL (JERVIS BAY AIRFIELD)

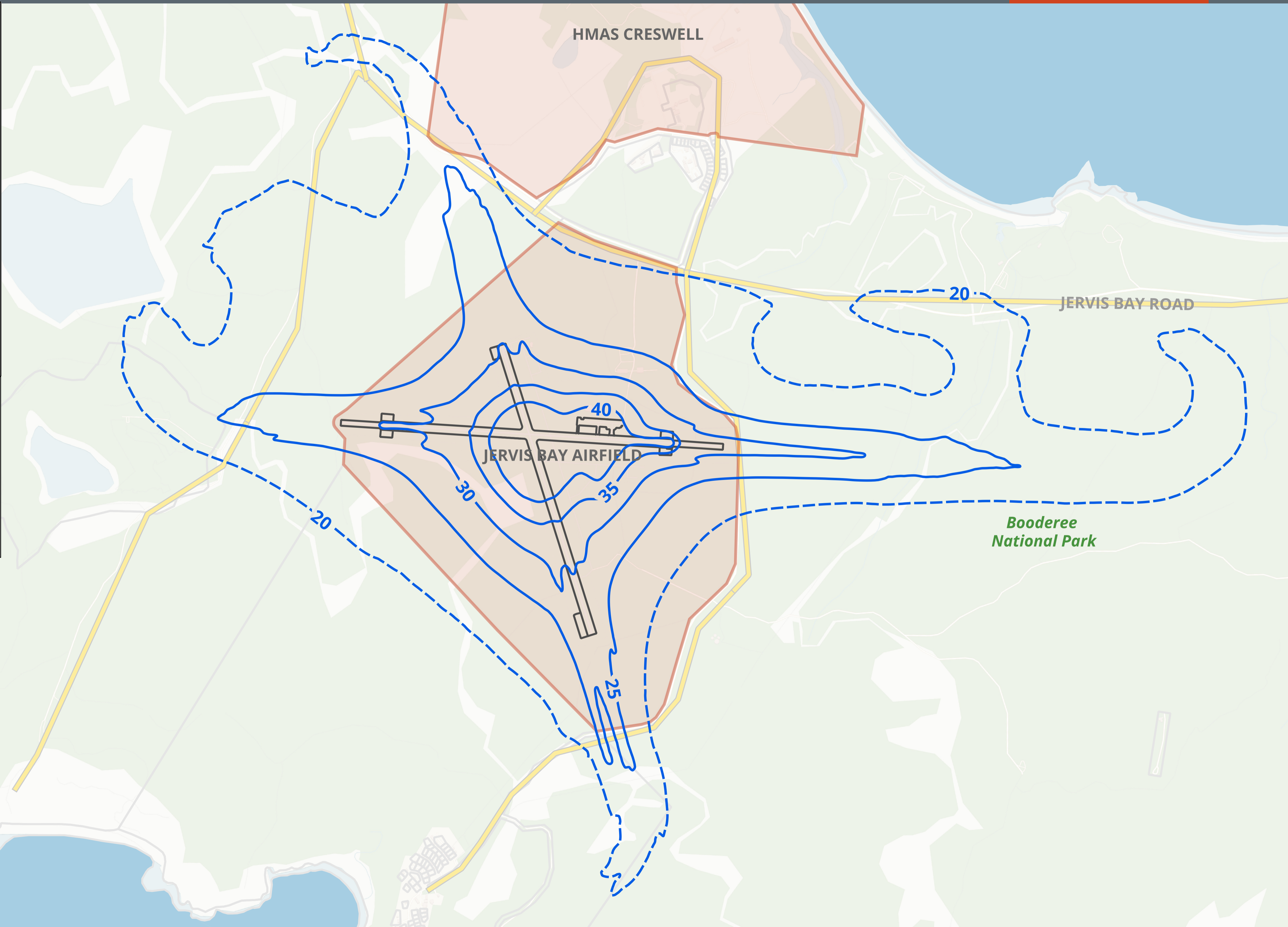
Military Helicopters Daily Movements by Runway and Aircraft Type										
Aircraft	Arrivals			Departures			Circuits			Overall
	Day	Night	Total	Day	Night	Total	Day	Night	Total	
Runway 33										
EC-135T2+	0.61	0.3	0.91	0.61	0.3	0.91	9.71	4.86	14.57	16.39
MH-60R	0.22	0.09	0.31	0.22	0.09	0.31	0	0.04	0.04	0.66
UH-60M	0.004	0.04	0.044	0.004	0.04	0.044	0	0	0	0.088
Runway 15										
EC-135T2+	0.61	0.3	0.91	0.61	0.3	0.91	9.71	4.86	14.57	16.39
MH-60R	0.22	0.09	0.31	0.22	0.09	0.31	0	0.04	0.04	0.66
UH-60M	0.004	0.04	0.044	0.004	0.04	0.044	0	0	0	0.088
Runway 08										
EC-135T2+	0.61	0.3	0.91	0.61	0.3	0.91	9.71	4.86	14.57	16.39
MH-60R	0.22	0.09	0.31	0.22	0.09	0.31	0	0.04	0.04	0.66
UH-60M	0.004	0.04	0.044	0.004	0.04	0.044	0	0	0	0.088
Runway 26										
EC-135T2+	0.61	0.3	0.91	0.61	0.3	0.91	9.71	4.86	14.57	16.39
MH-60R	0.22	0.09	0.31	0.22	0.09	0.31	0	0.04	0.04	0.66
UH-60M	0.004	0.04	0.044	0.004	0.04	0.044	0	0	0	0.088

Military Fixed Wing Aircrafts Daily Movements by Runway and Aircraft Type										
Aircraft	Arrivals			Departures			Circuits			Overall
	Day	Night	Total	Day	Night	Total	Day	Night	Total	
Runway 33										
C-130	0.01	0	0.01	0.01	0	0.01	0.02	0	0.02	0.04
CASA C-212	0.04	0.01	0.05	0.04	0.01	0.05	0	0	0	0.1
Runway 15										
C-130	0.01	0	0.01	0.01	0	0.01	0.02	0	0.02	0.04
CASA C-212	0.04	0.01	0.05	0.04	0.01	0.05	0	0	0	0.1
Runway 08										
C-130	0.01	0	0.01	0.01	0	0.01	0.02	0	0.02	0.04
CASA C-212	0.05	0.01	0.06	0.05	0.01	0.06	0	0	0	0.12
Runway 26										
C-130	0.01	0	0.01	0.01	0	0.01	0.02	0	0.02	0.04
CASA C-212	0.05	0.01	0.06	0.05	0.01	0.06	17.33	4.33	21.66	21.78

Building Site Acceptability Based on ANEF Zones			
Building Type	Acceptable	ANEF Zone of Site	
		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.

Technical data
 ANEF Contours Modelled with AEDT 3d, incorporating terrain data.

Runway Ends:
 26 150.7042 -35.1463
 08 150.6882 -35.1452
 33 150.6996 -35.1549
 15 150.6949 -35.1417

Helipads:
 Seasprite Pad 150.6948 -35.1507
 Circle Pad 150.687 -35.1473

CRS: GDA94 / MGA zone 56
 Produced by WSP. Issued on 16/01/2024.

Legend

- ANEF 20
- ANEF >20
- Defence Property
- Runway and taxiway

Scale: 1:10,000 at A1

ENDORSEMENT FOR TECHNICAL ACCURACY – STANDARD ANEF

[Signature]
 First Assistant Secretary Infrastructure Security and Estate Group
 Department of Defence
 Date: 08 / 07 / 2024

The aircraft noise exposure contours on this 2043 Australian Noise Exposure Forecast (ANEF) are based upon a forecast made of aircraft movement and aircraft types for the year 2043. This forecast has been used as an input into the Aviation Environmental Design Tool (AEDT) Version 3d model to create the 2043 ANEF footprint. The model applies weightings to aircraft movements for different times of the day. Defence may change the use of the facility at any time. This will impact upon the actual noise contours which may not reflect the contours shown in this ANEF map. This ANEF has been prepared for use with AS2021:2015 in accordance with accepted industry practice.

Australian Government
 Defence

wsp