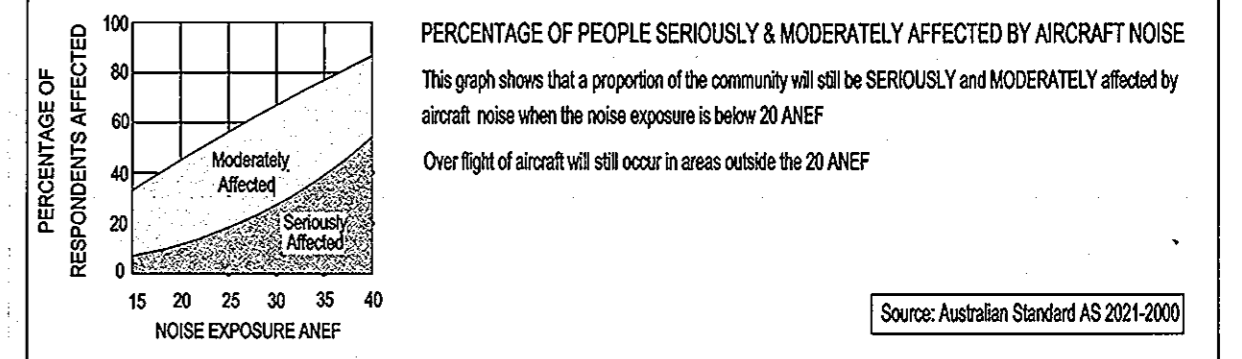


LAND USE COMPATIBILITY ADVICE FOR AREAS IN THE VICINITY OF AUSTRALIAN AIRPORTS

Shall be read in conjunction with **AS 2021 - 2000**
Acoustics - Aircraft noise intrusion - Building siting and construction

Building Type	ANEF zone of site		
	Acceptable	Conditionally acceptable	Unacceptable
Home, 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 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:**
- 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 of the Standard may be followed for building sites outside but near to the 20 ANEF contour.
 - 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 Exposure - Response graph below)
 - 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 of the Standard should be used to determine site acceptability, but internal design noise levels within the specific spaces should be determined by Table 3.3 of the Standard.
 - The 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 of the Standard. For residences, schools, etc, the effect of aircraft noise on outdoor areas associated with the buildings should be considered.
 - In no case should new development take place in greenfield sites deemed unacceptable because such development may impact airport operations.



Runway/Aircraft	ARRIVALS		DEPARTURES		TRAINING		GRAND TOTAL
	DAY	NIGHT	DAY	NIGHT	DAY	NIGHT	
09 GASEPF	0.48167	0.00142	0.48309	0.48167	0.00142	0.48309	2.10424
09 GASEPV	0.02320	0.00097	0.02417	0.02320	0.00097	0.02417	0.00221
09 Total	0.50487	0.00239	0.50726	0.50487	0.00239	0.50726	3.12177
18 F7800	0.70000	0.00000	0.70000	0.00000	0.00000	0.00000	1.40000
18 BAEJ31	0.89753	0.00000	0.89753	0.00000	0.00000	0.00000	1.79507
18 BEC300	0.76286	0.12219	0.88505	0.12219	0.88507	0.00000	1.77014
18 BEC58P	3.66570	0.03184	3.69754	3.69570	0.03184	3.69754	5.87618
18 C130	0.00000	0.01644	0.01644	0.01644	0.00000	0.00000	0.03288
18 CNA55B	0.11777	0.01456	0.13233	0.11777	0.01456	0.13233	0.00000
18 DC3	0.03926	0.00485	0.04411	0.03926	0.00485	0.04411	0.00000
18 DHC8	0.24897	2.22262	2.47159	2.24897	2.22262	0.00000	4.94137
18 DHC830	2.95997	0.53154	3.49151	2.95997	0.53154	0.00000	6.18001
18 DHC840	0.24932	0.00000	0.24932	0.24932	0.00000	0.00000	0.49864
18 GASEPF	6.36879	0.01879	6.38758	6.36879	0.01879	6.38758	27.53329
18 GASEPV	0.30673	0.01278	0.31951	0.30673	0.01278	0.31951	0.02788
18 GV	0.24932	0.00000	0.24932	0.24932	0.00000	0.00000	0.49864
09 Total	16.16532	2.88558	19.15087	16.16532	2.88558	19.15087	33.74283
27 GASEPF	1.12390	0.00331	1.12721	1.12390	0.00331	1.12721	4.90889
27 GASEPV	0.05413	0.00228	0.05641	0.05413	0.00228	0.05641	0.00618
09 Total	1.17803	0.00559	1.18362	1.17803	0.00559	1.18362	4.91507
36 F7800	0.30000	0.00000	0.30000	0.00000	0.00000	0.00000	0.60000
36 BAEJ31	0.38469	0.00000	0.38469	0.00000	0.00000	0.00000	0.76938
36 BEC300	0.32595	0.05237	0.37832	0.32595	0.05237	0.37832	0.00000
36 BEC58P	1.57101	0.01368	1.58469	1.57101	0.01368	1.58469	2.52000
36 C130	0.00000	0.01644	0.01644	0.01644	0.00000	0.00000	0.03288
36 CNA55B	0.05047	0.00624	0.05671	0.05047	0.00624	0.05671	0.00000
36 DC3	0.01693	0.00238	0.01931	0.01693	0.00238	0.01931	0.03771
36 DHC8	1.06332	0.95684	2.02016	1.06332	0.95684	2.02016	0.00000
36 DHC830	1.09713	0.22780	1.32493	1.09713	0.22780	1.32493	0.00000
36 DHC840	0.10685	0.00000	0.10685	0.10685	0.00000	0.00000	0.21370
36 GASEPF	2.72948	0.00804	2.73752	2.72948	0.00804	2.73752	11.52958
36 GASEPV	0.13146	0.00540	0.13686	0.13146	0.00540	0.13686	0.01258
36 GV	0.10685	0.00000	0.10685	0.10685	0.00000	0.00000	0.21370
09 Total	6.82789	1.28882	8.21671	6.82789	1.28882	8.21671	30.89494
GRAND TOTAL	24.77621	4.28242	29.05863	24.77621	4.28242	29.05863	55.20219

GENERAL NOTE:
1. WHERE FIGURES HAVE BEEN ROUNDED DISCREPANCIES MAY OCCUR BETWEEN TOTALS AND THE SUMS OF COMPONENT ITEMS.
2. TERRAIN WAS NOT INCLUDED IN THE MODEL.

ENDORSEMENT FOR TECHNICAL ACCURACY
LONG RANGE ANEF
Date: 6.5.11
General Manager Environment
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 approved manner of endorsement, considered the physical ultimate capacity of the existing or proposed runway in the 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.

AERODROME DATA
LOCATION IDENTIFIER: YNBR (WAC 3357)
MAGNETIC VARIATION - 11° EAST
ELEVATION - 788 FEET
AERODROME REFERENCE POINT
LATITUDE - 30° 19.2'
LONGITUDE - 149° 49.6'

INM SOFTWARE:
VERSION: FAA INM v7.0b
DATE OF RUN:
12 MAY 2011

SCALE 1 : 10,000 @ A1

No.	Date	By	Amendment	Checked
2	24/05/2011	MMW	FINAL	BJH
1	12/05/2011	MMW	FINAL	BJH
0	25/02/2011	MMW	DRAFT	BJH

REHBEIN Airport Consulting
The Association of Consulting Engineers Australia
TELEPHONE (07) 3250 9000
FACSIMILE (07) 3250 9001
EMAIL mail@arc.net.au

CBD House, level 3 Wickham Street
Fortitude Valley QLD 4006
PO Box 112, Fortitude Valley QLD 4006
LAR (SEC) Pty Ltd
A.C.N. 126 939 786
ABN. 77128939786

Project:
NARRABRI SHIRE AIRPORT 2050/51 LONG RANGE AUSTRALIAN NOISE EXPOSURE FORECAST (ANEF)

Title:
NARRABRI SHIRE AIRPORT ANEF NOISE CONTOURS

Client:
NARRABRI SHIRE COUNCIL

Draftsperson:
MMW

Checked:
JSS

Sheet Size:
A1

Drawing No.:
B09046A110

Designer:
MMW

Approved:
BJH

Scale:
1:10,000 @ A1

Date:
24/05/2011