- minor adjustments to the circuit training flight paths within the model to reflect the distribution of aircraft tracks derived from historical radar track data; and

- application of the latest version of the Integrated Noise Model software.

While (as indicated in Section 6.4.6) MAC is likely to investigate options for relocation of the Southern Helipad, the helipad is expected to be retained in its current location for the next 5 years, and the revised ANEF for the Airport is based on the Southern Helipad remaining in its current location.

The revised ANEF for the Airport, produced for the purpose of this 2015 Master Plan and endorsed by Air Services Australia on 27 January 2015, is shown in Figure 11.5 – Moorabbin Airport 2015 Endorsed ANEF.

v. ANEF Contours

A comparison of the ANEF contours from the Airport’s 2010 Master Plan, and the new ANEF endorsed by Air Services Australia on 27 January 2015, is shown in Figure 11.6 – Moorabbin Airport 2010 and 2015 ANEF Comparison.

For the reasons described in Sections 11.3.3 (ii) and (iv) above, there are a number of changes to the ANEF contour as compared to the previous ANEF within the 2010 Master Plan. The main differences are:

- a large reduction in the extent of the 20 ANEF contour to the east of the Airport. This is despite the fact that large numbers of aircraft are still expected to operate within this area, as illustrated in Figures 11.1 – Runways 17L, 17R, 35L and 35R – Arrival, Departure and Training Flight Paths and 11.2 – Runways 13L, 13R, 31L and 31R – Arrival, Departure and Training Flight Paths, and by the Number Above contours discussed below;

- a reduction in the extent of the 20 ANEF contours to the north and south of the Airport; and

- a slight increase in the extent of the 20 ANEF, 25 ANEF and 30 ANEF contours to the west of the Airport.

11.3.4 Number-Above Contours

The National Airports Safeguarding Advisory Group (NASAG), comprising Commonwealth, State, and Territory transport and planning officials, has overseen a process to quantify a range of frequency-based aircraft noise events that might act as triggers in future land use planning processes. This has been done recognising the limitations of the ANEF system discussed under Section 11.3.3.

MAC is supportive of the effective disclosure of aircraft noise in accordance with the principles established by NASAG and set out in the National Airports Safeguarding Framework (NASF), particularly Guideline A – Measures for Managing the Impact of Aircraft Noise. MAC supports the NASAG recommendation and has prepared “number-above” contours as part of this 2015 Master Plan. These contours represent the number of noise events above a defined noise level which it is expected will be experienced at any point on an average day based on the long-range forecast of movements. For example, the 50 N-60 contour connects all the points on the ground where 50 events with a noise level of 60 dB(A) or louder would occur on an average day.

Number-above contour maps are shown in Figures 11.7 – “Number above” contours – N60 contour map, 11.8 – “Number above” contours – N65 contour map and 11.9 – “Number above” contours – N70 contour map. These maps clearly show areas where residents are likely to experience frequent exposure to noise events from aircraft operations. Importantly, there are large areas which are outside the 20 ANEF contour and yet which can still be expected to receive frequent exposure to audible aircraft operations.

In addition to “number above” contours, as noted previously, MAC believes that the community should be aware that in addition to the metrics described in this section, there will be significant and increasing activities within the CTR Zone.
Figure 11.9 // “Number above” contours - N70 contour map