



The coloured areas shown on the map below are noise exposure zones, displayed in representative units of 20, 25, 30 and 35+. The higher the numbers, the higher the levels of noise exposure. These units are not decibel measurements, they are representative units generated from a noise model which factors in aircraft types and performance, points of origin and destination, noise level and pitch, and the number and time of movements.

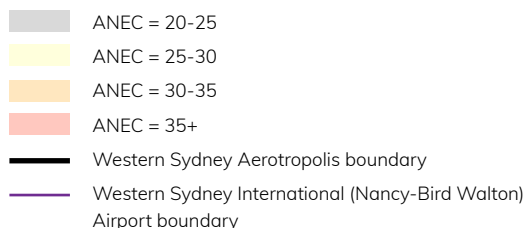
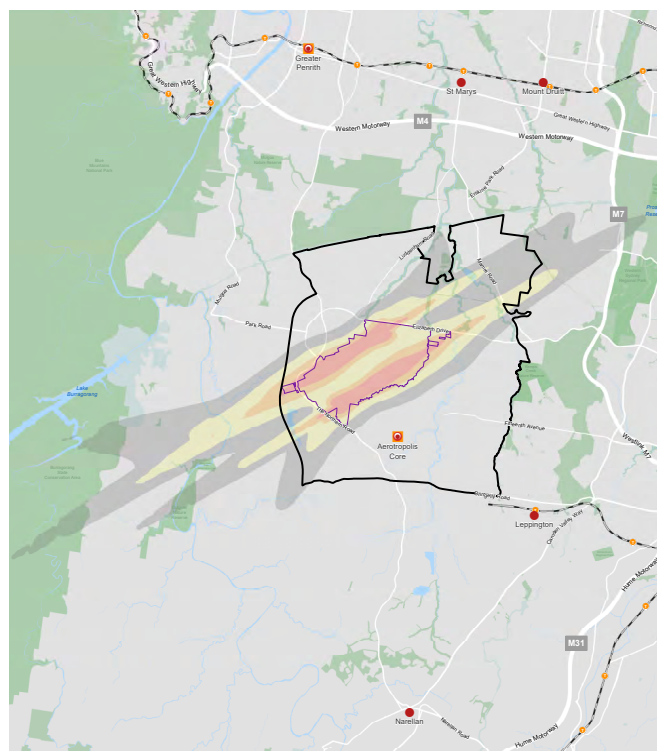


Figure 1 Combined ANEC for the 05 and 23 operating modes for long-term airport operations.  
Source: Western Sydney Aerotropolis Plan 2020

### Australian Noise Exposure Forecast

An ANEF chart is a more refined ANEC, generated based on the final approved flight path design. ANEF noise zones are formally endorsed for technical accuracy and practical operational application by Airservices Australia – the Government air navigation service provider. ANEFs are published for all federally leased airports.

An ANEF chart shows a forecast of aircraft noise levels based on approved flight paths. Landowners with properties outside of the ANEF zones may still experience aircraft noise. To recognise and communicate this, other noise exposure measures, such as those outlined in this fact sheet, have been developed so residents can better understand forecast noise levels.

### Number Above ('N') and Single Event Maximum Noise Level (L<sub>Amax</sub>)

In order to assist in understanding the impacts of aircraft noise, additional measures are generated to illustrate aircraft noise exposure at certain locations. Two of the most commonly used in Australia are the Number Above ('N') and Single Event L<sub>Amax</sub>.

The 'N' measure is based on the intensity and frequency of individual aircraft noise events experienced on an average day, and is intended to convey information in a way that communities may understand better than ANEF charts. This measure is presented in decibels and indicates how many aircraft noise events are predicted to exceed a particular decibel level each day. For example, the N60 or N70 measures show the number of aircraft noise events above 60 or 70 decibels that would be experienced on an average day.

In addition, the L<sub>Amax</sub> measure shows the maximum noise levels predicted at a location, during a series of flyovers by specific aircraft.

### Flight path design and further noise assessment

The 2016 EIS for WSI used a combination of the ANEC, Number Above and L<sub>Amax</sub> measures to describe the level of noise exposure predicted for proof-of-concept flight paths for the Airport.

Final flight paths are subject to further environmental assessment and community consultation. The process to finalise the flight paths will seek to further reduce aircraft overflights of residential areas and minimise noise impacts on communities and noise-sensitive areas.

An ANEF for WSI will be available once the flight paths have been finalised and the environmental assessment has been approved.

### Noise insulation and property acquisitions

The Australian Government is currently developing a noise insulation and property acquisition policy in relation to aircraft overflight noise for buildings outside the Airport site. A draft policy will be released for public comment in mid-2023, as well as the draft EIS for WSI flight paths.

### For more information

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