

Understanding the Australian Noise Exposure Forecast (ANEF)

This fact sheet explains what the ANEF is, why it matters, and how it relates to Melbourne Airport's Master Plan 2027.

What is an ANEF?

The Australian Noise Exposure Forecast (ANEF) is the national standard for forecasting aircraft noise around airports.

It helps governments, planning authorities and airports make informed decisions about land use and building design in areas affected by forecast aircraft noise.

Why it matters

The ANEF helps planners and communities understand where future aircraft noise should be considered in development decisions.

Guiding compatible land use around the airport

Informing building design and noise attenuation for new developments

Helping protect airport operations and surrounding communities as Melbourne grows

This supports more compatible growth around the airport while helping manage potential impacts on nearby communities.

How is an ANEF calculated?

The ANEF is created using forecasts of aircraft activity over an average year. It considers things like:



Flight arrivals and departures



Aircraft types



Flight path locations and use



Time of day (day, evening, night)



Perceived loudness and duration of noise events

ANEF values are not the same as decibels. They are planning numbers that combine several noise factors into noise exposure areas, known as contours.

Did you know...?

- ANEF values are not decibels.
- The ANEF is a planning tool. It does not measure noise from individual flights.
- It does not show exactly how often aircraft will fly over a particular area on a particular day.
- It is based on forecast future operations, including the third runway



How does the ANEF relate to Master Plan 2027?

The ANEF in Melbourne Airport's Master Plan 2027 looks at expected aircraft activity over the long term, including how future runways may be used. It shows the average level of aircraft noise that may occur once those future operations are in place.

Under the Airports Act 1996, major airports are required to include an ANEF in their Master Plans.

What happens if the noise modelling changes?

The ANEF in Melbourne Airport's Master Plan 2027 is based on the draft Noise Sharing Plan, which will be released for community and industry consultation in August 2026.

The Noise Sharing Plan still needs to be considered and approved by the Minister for Infrastructure, Transport, Regional Development and Local Government. If it is approved, Melbourne Airport will compare the final noise modelling with the noise modelling used in Master Plan 2027.

If the modelling changes such that a new ANEF is needed, Melbourne Airport would submit updated noise contours to Airservices Australia and prepare a new Master Plan in line with the Airports Act 1996. This would include another opportunity for public comment.

How does the ANEF inform the Noise Amelioration Project?

The ANEF helps Melbourne Airport understand where future aircraft noise may change as the airport grows, including after the third runway opens.

It is one of the tools used to help plan the Noise Amelioration Plan and Program. The program will assess properties within the ANEF 25 contour or higher that may be eligible for noise-reduction measures.

The Noise Amelioration Plan and Program is one of the Federal Government's conditions of approval for the third runway.



Have your say

Scan the QR code to learn more and provide your feedback or visit the website at:
www.melbourneairport.com.au/master-plan-2027

For further information, email:
masterplan2027@melair.com.au