

Draft Engage Page advertising wording:

What is Scheme Amendment 119?

Scheme Amendment 119 proposes to amend LPS3 to modify the Scheme Maps to reflect updated Aircraft Noise Exposure Forecast (ANEF) contours as per Perth Airport Draft Masterplan 2026.

A119 ensures alignment between the Scheme and current State policy settings, providing accurate and up-to-date information for the community. It also allows the City to appropriately implement state planning policy provisions.

The amendment is being advertised to landowners and occupiers for properties which have a change in the ANEF contours.

What is changing?

The ANEF system is the nationally recognised framework used to measure and forecast aircraft noise exposure around airports and aerodromes.

The ANEF contours associated with the Draft Master Plan 2026 have now been endorsed by Airservices Australia. The updated ANEF contours 2026 differ from the existing ANEF contours 2020.

The City has prepared A119 maps to amend the LPS3 Maps 01, 02 and 04 to align with *the Planning and Development (Local Planning Schemes) Regulations 2015* (Regulations).

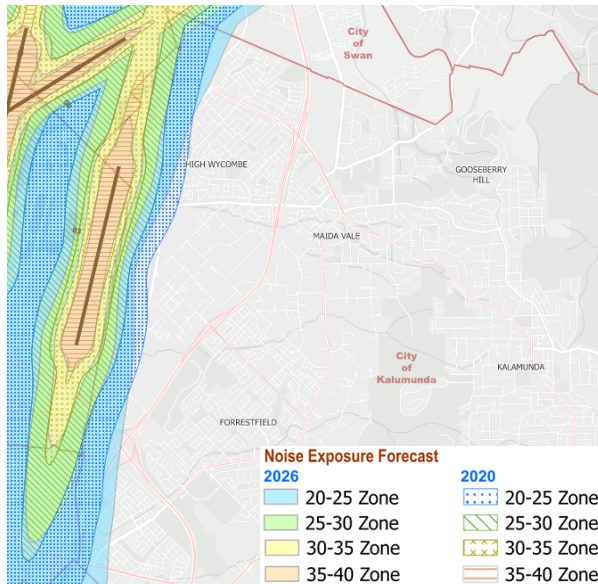
The Department of Planning, Lands and Heritage (DPLH) have recommended that the City advises affected landowners of the changes through the public consultation process.

The City is updating its planning scheme maps to reflect the latest aircraft noise forecasts for Perth Airport. The current planning scheme uses aircraft noise contour maps prepared in 2020. Perth Airport has since updated these forecasts, resulting in new 2026 contour maps. The proposed amendment updates the City's maps so they align with the most current information.

Overall, the 2026 ANEF contours indicate a shift in aircraft noise impacts across the City of Kalamunda, with notable residential implications. By incorporating the revised ANEF contours into the Scheme Maps, the City can better manage potential land use conflicts and support informed decision making for future development against State Planning Policy 5.1.

This will ensure planning decisions are informed by contemporary ANEF. Under State Planning Policy 5.1 this depicts zoning and development potential including density changes.

The changes to the ANEF contours are reflected below:



What are ANEF contours?

ANEF (Australian Noise Exposure Forecast) contours are maps that show the expected level of aircraft noise around an airport over time. They are used by planning authorities to help guide land use and development in areas affected by aircraft noise.

ANEF: Australian Noise Exposure Forecast – as endorsed by Airservices Australia and as amended from time to time. The ANEF is a cumulative measure of aircraft noise exposure that takes into account the following features of aircraft noise:

- the intensity, duration, tonal content and spectrum of audible frequencies of the noise from aircraft take offs, approaches to landing, and reverse thrust after landing;
- the forecast frequency of aircraft types and movements on the various flight paths; and
- the average daily distribution of aircraft arrivals and departures in both daytime and night time. (Daytime is defined as being between the hours of 7.00am and 7.00pm)

ANEF level: Refers to the level of noise exposure forecast under the ANEF. Noise exposure contours are illustrated at intervals of five ANEF units, beginning at 20 ANEF and ranging up to 40 ANEF, with 40 being closest to the airport.

What is the difference between the 2020 and 2026 contours?

The 2026 contours are based on updated forecasts of aircraft operations and flight patterns. As a result, some areas may now fall within a different noise contour than they did under the 2020 forecasts. For some properties, there may be no change. For others, a property may:

- experience a change in ANEF contours;
- be included within a contour area when it was not previously affected; or
- no longer be located within a contour area.

Maps comparing the 2020 and 2026 contours are provided as **attachment X** so residents can see whether their property is affected.

Refer to OCM minutes for **[INSERT DATE]** for details on the specific changes between the 2020 and 2026 contours.

What does this mean for me?

The amendment updates the City's planning scheme maps to reflect the latest forecast information. The ANEF contours have already been determined so the amendment is purely administrative to reflect these changes in scheme mapping. If your property is affected by a contour change, it may influence planning and building requirements for future development, such as requirements for noise-sensitive land uses or aircraft noise attenuation measures in new buildings. Existing approved development and current use of land are not affected by the amendment.

WebTrak

WebTrak allows you to see where aircraft fly and explore historical trends and patterns. WebTrak uses information from air traffic control secondary surveillance radars to display aircraft movements:

- within 100 kilometres of the major airport
- up to 30 000 feet above mean sea level

Aircraft noise data is also displayed, collected daily from noise monitors strategically located around communities close to the airport.

WebTrak is available [here](#).

Perth Airport Insightfull

Perth Airport Homepage – Understanding Aircraft Noise

The Perth Airport “Understanding Aircraft Noise” page provides detailed information on noise and aircraft noise controls.

Aircraft noise mainly comes from two sources being engine operations and airflow over the aircraft's structure, particularly during take-off and landing when flaps and landing gear increase turbulence. The level of noise experienced on the ground varies depending on factors such as aircraft size and type, flight operations, weight, and weather conditions. Aircraft noise has long been regulated through international standards set by the International Civil Aviation Organization and Australian legislation,

Commented [AP1]: Hi Shakira, for the Engage page info, are you able to also include some information on Webtrack. You can use the wording on the air services australia website to inform people if they want to see how data is also displayed, collected daily from noise monitors strategically located around communities close to the airport. [WebTrak - Airservices](#)

Commented [AP2]: This perth airport website also has some really good tabs on information about noise. Could you summarise what is covered in those pages in like a paragraph and recommend people to also visit this web page for more info on noise related things.

ensuring newer aircraft incorporate quieter technologies. As a result, modern aircraft are significantly quieter because of advances in engineering and design.

Further, the aircraft noise heard at ground level is influenced by a range of factors, including:

- aircraft type and size —fuselage design, type of engines and the specific aircraft performance all impact on the noise being generated
- the way the aircraft is being flown by the pilot
- the aircraft weight and rate at which it climbs—longer flights generally require more fuel on departure, resulting in higher thrust settings and a slower climb due to the weight, and
- meteorological conditions—temperature, wind speed and direction, humidity, rain and cloud-cover all impact on the reverberation of sound waves.

For more detailed explanations of how aircraft noise is measured and managed, please visit the full webpage available [here](#).