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RAAF BASE DARWIN

BASE AIRCRAFT NOISE MANAGEMENT PLAN



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AMENDMENT / REVIEW CERTIFICATE

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RAAF BASE DARWIN BASE AIRCRAFT NOISE MANAGEMENT PLAN**References**

- A. En Route Supplement Australia (ERSA) – Darwin pages
- B. Air Force Aircraft Noise Management Strategy 2018 – 2023
- C. Air Command Standing Instruction (Operations) 03-11, Aircraft Noise Management
- D. ACAUST Statement of Operating Intent for RAAF Base Darwin
- E. RAAF DAR SI (OPS) 03-02 Aircraft Engine Ground Maintenance Running
- F. Approval conditions for Flying Operations of the F-35A Lightning II, EPBC 2010/5747

Introduction

1. Aircraft noise is an unavoidable consequence of Air Force operations and training. The impact of aircraft noise affects communities in different ways. Air Force has an obligation to reduce the effects of aircraft noise on local communities to the maximum extent possible, whilst achieving operational and training outcomes for Government. Consequently, aircraft noise is managed locally by personnel who know and understand community concerns.
2. RAAF Base Darwin Base Aircraft Noise Management Plan (BANMP) informs and aims to improve public understanding of aircraft noise management strategies in the vicinity of RAAF Base Darwin.
3. Situated close to the Darwin City Centre, RAAF Base Darwin is a main operating base for Australian Defence Force (ADF) aircraft and a key ADF operational mounting airbase for the Asia/Pacific region. It has one of the busiest operational tempos of any base, typically hosting over 35 ADF exercises annually, including the multi-nation Talisman Sabre and Pitch Black exercises.
4. Darwin International Airport (DIA) is located on the Northern side of RAAF Base Darwin and all civilian Regular Public Transport (RPT) and approved operator aircraft are required to comply with the requirements of Reference A. All noise related RPT complaints are managed by Airservices Australia's [Noise Complaints and Information Service](#) (NCIS)¹.
5. The primary users of RAAF Base Darwin are Air Force flying squadrons however, the base experiences high numbers of visiting/transiting international fixed and rotary wing aircraft. At present, the base has high rates of usage by United States Forces in Australia.

Background and scope

6. The BANMP has been raised in compliance with the Air Force Aircraft Noise Management Strategy, Reference B and Air Command Standing Instruction (Operations) 03-11, Reference C. The BANMP applies to all flying and ground operations involving Air Force aircraft, civil-registered aircraft leased by the Air Force, Defence contracted aircraft operated by external service providers and foreign military aircraft operating from RAAF Base Darwin.

¹ Aircraft noise enquiries or complaints about non-military aircraft should be directed to Airservices Australia's Noise Complaints and Information Service (<https://www.airservicesaustralia.com/community/environment/aircraft-noise/about-making-a-complaint/>).

Standard Flying Operations

7. The primary mission of RAAF Base Darwin is to operate as a permanent Main Operating Airbase (MOB) providing ongoing airbase support to enable the generation and sustainment of core airpower capability for resident, forward-based and transiting ADF aircraft as identified in Reference D. While not permanently hosting resident Air Force flying squadrons, RAAF Base Darwin provides support to continuous single and joint Service exercise program, current operations, and six-month rotations of the United States Marine Corps (USMC).

8. RAAF Base Darwin/DIA operates as a 24/7 airfield with aircraft frequently arriving outside a nominal 16 hour window (0600-2200hrs). During busy exercise periods, visiting Squadrons can request permission to conduct noise-creating activities. Engine runs are to be managed IAW reference E. Other activities are to be managed on an as required basis with Senior Australian Defence Force Officer (SADFO) as the approving authority.

RAAF Base Darwin Noise Minimisation

9. Visiting ADF Squadrons are to ensure fly neighbourly practices are adhered to where possible while operating out of RAAF Base Darwin. Annex A outlines the Air Force Fly Neighbourly Policy. All ADF Squadrons are to operate with a view to minimising impact on the Darwin Community while operating in the region. Reference A details local procedures for noise minimisation.

10. **Initial and Pitch.** Initial and Pitch is at SADFO discretion; this is usually only approved during daylight hours. For activities involving fast jet aircraft, 452 Squadron (452SQN) (Air traffic Control Darwin) will provide a brief on arrival/departure procedures. The Aeronautical Information Circular (AIC) (when issued) will provide further guidance.

11. **Aircraft engine ground maintenance operations.** Post-aircraft maintenance may require engine ground testing across all power settings. This particular type of testing is performed during the day wherever possible, but may at times be during the evening for operational reasons. Reference E details the specifics around aircraft engine ground maintenance operations. The following provides a short breakdown the specifics:

a. Approval for engine runs between 2200 – 0600 are at the discretion of the RAAF Base Darwin Air Base Executive Officer (ABXO) or delegate. Approval is normally only to be given where the aircraft is required for a mission the following day, and no opportunity exists for engine testing after 0700 the following day. The standing requirements outlined in the table 1 are to be adhered to if approval is given.

Table 1: Standing Requirements for aircraft engine ground maintenance operations

Time	West of Runway 18/36		East of Runway 18/36		
	Piston/Turbo Prop	Jet (Fast and Heavy)	Jet (Heavy)	Jet (Fast)	Piston/Turbo Prop
0700-2200h	Max 50%	Idle only	Max 80%	80% Ordnance Loading Areas 50% on other aprons	100%
2200-0700h	No	No	Idle Only	Idle Only	Idle Only

b. Engine runs are to be conducted for a maximum of 15 minutes at a time. The 15 minute limit is per aircraft. A break of at least 15 minutes is required between successive engine runs for the same aircraft. Where an engine run is expected to exceed 15 minutes duration, prior approval is to be sought.

12. **F-35A Lightning II.** F-35A Lightning II flying operations in Australia are subject to the conditions set out in Environment Protection and Biodiversity Conservation (EPBC) approval 2010/5747, Reference F. Enclosure 1 contains details on the status of compliance with approval condition 3 of Reference F.

Major Exercises

13. RAAF Base Darwin/13 Squadron (13SQN) support a number of major exercises annually, including Pitch Black, Diamond Storm, Talisman Sabre and Kakadu. Participants for each exercise will be briefed on the fly neighbourly policies and practices for RAAF Base Darwin during Reception and Integration phases to the Base. This information is provided by 13SQN to the Task Unit Headquarters (TUHQ) A1 for inclusion in briefs.

Regional Flying Operations

14. 1 Aviation Regiment (1AVN) operate the Tiger Armed Reconnaissance Helicopter (ARH) at Robertson Barracks. Robertson Barracks is located approximately 15km from RAAF Base Darwin. Enquires and complaints regarding ARH operations are to be forward to 1AVN Operations Cell – 1avn.ops@defence.gov.au.

Working with Community

15. Residents should consider the [Australian Noise Exposure Forecast \(ANEF\)²](https://www.defence.gov.au/AircraftNoise/_Master/Images/ANEF_Darwin/ANEFDarwinEndorsed.JPG) map for RAAF Base Darwin and DIA, which provides information about aircraft noise exposure. ANEF maps provide a forecast of anticipated noise for a future period, for that location. The ANEF does not show every flight path and homeowners with properties outside of the ANEF map zones may still experience aircraft noise.

16. **Communication.** RAAF Base Darwin communicates regularly with the local council and community about on base operations in a variety of formal and informal means. Base Executives attend the DIA Community Consultation Group (CCG) Forums quarterly.

²Webpage link [https://www.defence.gov.au/AircraftNoise/_Master/Images/ANEF_Darwin/ANEFDarwinEndorsed.JPG]

The CCG is an important mechanism for local interaction and discussion in relation to aircraft noise and to provide updates to community members present. The [RAAF Base Darwin website³](https://www.defence.gov.au/AircraftNoise/Darwin/Default.asp) provides further information.

17. RAAF Base Darwin has minimal organic Public Affairs Capability. For large-scale exercises, external Public Affairs support with in public messaging. Non-routine flying operations are advised via Media releases, social media and [RAAF Base Darwin flying operations⁴](https://aircraftnoisemap.airforce.gov.au/assets/site.html?96#base/4) website.

Noise complaints

18. RAAF Base Darwin manages noise complaints from the public in accordance with Reference C. Complaints regarding Air Force aircraft noise can be made via:

- a. the Defence switchboard on 1300 333 362 and ask to be connected to RAAF Base Darwin,
- b. online by the [aircraft noise enquiry or complaint form⁵](https://aircraftnoisemap.airforce.gov.au/assets/site.html?96#base/4), or
- c. mail to:

Staff Officer Aircraft Noise Management
R8-03-030
Russell Drive
Russell
ACT 2601

19. On receipt of a noise complaint, a Defence member will initiate an investigation to determine the occurrence and likely operating Squadron. Contact will be made to the complainant to provide information on the nature of the operations to the query. Complaints relating to civilian aircraft will be directed to [Airservices Australia NCIS⁶](https://www.airservicesaustralia.com/ncis).

20. To assist with the investigation, the date and time, location, and a description of the event that prompted the enquiry or complaint should be clearly articulated. Following the guidelines of Defence Noise Management process, an initial response should be provided within 2 working days. If the complaint requires further investigation, the aim is to resolve the case within 28 working days

21. Military aircraft noise complaints are generally taken by RAAF Base Darwin Airbase Command Post (ABCP), documented on webform OA039 and followed up by the 13SQN Operations Officer (OPSO). All completed investigations are forwarded to Air Force Headquarters Staff Officer Aircraft Noise Management Canberra via Headquarters Air Command for further vetting.

22. 13SQN Executive review noise complaints on a regular basis including at the conclusion of a large exercise. Trends are reported back to exercise planners as required.

23. Further details on the aircraft noise complaint process can be found on the [Defence](https://www.airservicesaustralia.com/ncis)

³ Webpage link [<https://www.defence.gov.au/AircraftNoise/Darwin/Default.asp>]

⁴ Webpage link [<https://aircraftnoisemap.airforce.gov.au/assets/site.html?96#base/4>]

⁵ Webpage link [<https://www.defence.gov.au/AircraftNoise/OnlineForm.asp>]

⁶ Webpage link [<https://www.airservicesaustralia.com/community/environment/aircraft-noise/about-making-a-complaint/>]

Aircraft Noise⁷ website.

24. If a complainant is unsatisfied with how their aircraft noise complaint has been handled, the complainant may seek an independent review by the Aircraft Noise Ombudsman (ANO). The ANO will only review aircraft noise complaints that have already been submitted to the Department of Defence. Further information on the ANO including the ANO Charter and other policies can be found on the ANO website⁸.

25. A complaint investigation can be submitted to the ANO via:

- a. The ANO's online complaint form⁹,
- b. Toll free phone number 1800 266 040,
- c. Email ano@ano.gov.au, or
- d. Mail:

Aircraft Noise Ombudsman
GPO Box 1985
Canberra City ACT 2601

Review and update process

26. This document will be reviewed annually.

27. The document will be made available on the RAAF Base Darwin¹⁰ webpage of the Defence Aircraft Noise website¹¹.

Annex:

A. Air Force Fly Neighbourly Policy

Enclosure:

1. RAAF Darwin – Compliance with Condition 3 of EPBC Approval 2010/5747

⁷ Webpage link [<https://www.defence.gov.au/AircraftNoise/ContactUs.asp>]

⁸ Webpage link [<https://ano.gov.au/about/>]

⁹ Webpage link [<https://ano.gov.au/complaints/form.asp>]

¹⁰ Webpage link [<https://www.defence.gov.au/AircraftNoise/Darwin/Default.asp>]

¹¹ Webpage link [<https://www.defence.gov.au/AircraftNoise/Default.asp>]

AIR FORCE FLY NEIGHBOURLY POLICY

1. Air Force is working with local communities near airbases, training areas and air weapons ranges to reduce noise impacts whilst balancing operational and training requirements.
2. Air Force commits to undertake flying operations in a manner which is considerate of our local communities, whilst maintaining safe operation of our aircraft and achieving the required levels of capability. Guided by these principles Air Force will:
 - a. comply with published airfield noise abatement procedures
 - b. use appropriate runway length for departures to maximise height over local communities
 - c. minimise the use of afterburner on fast jets during take-off and minimise noise during climb out
 - d. limit the speed of aircraft over populated areas
 - e. minimise flight over residential areas and other noise sensitive buildings such as hospitals, schools and farming communities
 - f. avoid low flying over known noise sensitive areas such as livestock yards minimise flying late at night or early in the morning
 - g. include aircraft noise awareness in pilot training and familiarization
 - h. notify local communities of major exercises or other non-routine training and flying activities such as flying displays.
3. To further minimise noise at some bases Air Force will:
 - a. limit continuous circuit training at night and on weekends and public holidays
 - b. use satellite airfields for repetitive aircraft circuits
 - c. vary flight paths to share noise
 - d. consider continuous descents to reduce noise
 - e. implement local engine run-ups procedures
 - f. minimise jet or turbo prop engine testing at night.
4. For further information, please see the [Defence Aircraft Noise](https://www.defence.gov.au/AircraftNoise/Default.asp)¹ website.

¹ Webpage link [<https://www.defence.gov.au/AircraftNoise/Default.asp>]

Table E-1: RAAF Base Darwin – Compliance with Condition 3 of EPBC Approval 2010/5747

Condition	Condition requirement	Response
3	Prepare and implement Aircraft Noise Management Plan(s), as described in the Aircraft Noise Management Strategy, at RAAF Base(s) to minimise noise disturbance at sensitive receptors from the flying operations of the F-35A Lightning II aircraft. The plan(s) must include, but not be limited to, the following measures:	<p>Air Force has prepared the RAAF Base Darwin, Base Aircraft Noise Management Plan (BANMP) (Document ID: BP389244). It is an operational document that addresses noise arising from all Air Force aircraft that utilise RAAF Base Darwin, including F-35A aircraft.</p> <p>The RAAF Base Darwin BANMP is prepared and implemented as described in, and works towards the objectives of, the Air Force Aircraft Noise Management Policy.</p> <p>Air Force maintains an Australia-wide Hazard and Noise Database (HAND), that is centrally updated periodically and depicts all hazards and noise sensitive areas on a map. Pilots use HAND data in order to plan low level flying operations outside of Air Traffic Control (ATC) controlled airspace. When within ATC controlled airspace, pilots follow ATC procedures for arrivals, departures and training profiles (practice circuits and instrument approaches).</p> <p>F-35A flying operations will commence at other RAAF Bases (Tindal, Darwin and Townsville) no earlier than 2020.</p>
3.a	Comparison of actual flight activity of F-35A Lightning II aircraft with those predicted in the Environmental Impact Statement;	<p>To date there has been no F-35A flying activity at RAAF Base Darwin. A comparison of F-35A flight activity at RAAF Base Williamtown in relation to the Environmental Impact Statement, has been underway since 2019. The release of the 2021 Biennial report (in June 2021) will be the first in a series of reports that compare flight activity of the F-35A.</p> <p>As the F-35A has not operated at RAAF Base Darwin, no comparisons are possible within the BANMP. However, comparisons will be provided in the biennial report for 2023 as F-35A operations commence at RAAF Base Darwin. F-35A operations are expected to begin mid-2021 and comparisons will be included in future revisions of this BANMP.</p>

Condition	Condition requirement	Response
3.b	A review of existing noise management programmes	<p>Air Force's Aircraft Noise Management Policy and the Fly Neighbourly Policy contains a commitment to conduct a biennial evaluation of the aircraft noise management system. Air Force will review and evaluate the performance of the aircraft noise management system (which includes noise management programs) with the aim of validating the integrity of the system and ensuring continual improvement.</p> <p>Defence's Aircraft Noise Management Policy contains Strategic guidance, being the Air Force Aircraft Noise Management Strategy and Air Force's Fly Neighbourly Policy and well as operational policies aimed at tactical implementation of noise management/mitigation strategies.</p> <p>The Air Force Aircraft Noise Management Strategy is the governing framework that supports how Air Force meets environmental and public objectives for managing Aircraft Noise. The Strategy is reviewed quinquennially. The Strategy outlines six strategic objectives and appropriate stakeholders to:</p> <ol style="list-style-type: none"> 1. minimise the impact of aircraft noise on local communities 2. continue proactive community engagement and consultation 3. manage noise complaints effectively and in a timely manner 4. minimise urban encroachment on Air Force airfields and training areas through liaison with state and local government planning teams 5. conduct responsible environmental planning 6. integrate a comprehensive aircraft noise management system into Air Force activities. <p>Air Force's Fly Neighbourly Policy sets an overarching commitment to balance operational and training requirements while undertaking flying operations in a manner that is considerate of our local communities, safe and achieves capability requirements. Minimisation strategies such as limiting speed over populated areas, avoiding flying over known sensitive locations, minimising flying late at night and early in the morning are a few of the strategies employment</p> <p>One of the key aspects of the Aircraft Noise Management Strategy is the internal</p>

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Condition	Condition requirement	Response
		<p>Aircraft Noise Management System (AC SI(OPS) 03-11) (the System). The System is reviewed biennially, but can be amended out of session if warranted. The system outlines:</p> <ul style="list-style-type: none">• Aircraft noise mitigation procedures• Aircraft noise complaint management• Communication and collaboration• Monitoring and review. <p>There are a number of other Instructions and that are used internally to ensure consistency across all airbases in Australia. Some examples include:</p> <ul style="list-style-type: none">• Air Activities Environmental Management Plan (AAEMP), which provides guidance for planners and aircrew to identify and avoid sensitive receptors in order to manage impacts from aircraft noise• Air Combat Groups Fly Neighbourly Policy (ACG SI(OPS) 03-03)• Flight Information Handbook Australia (FIHA)• General Planning Australia (GPA)• En Route Supplement Australia (ERSA)• AC SI (OPS) 03-04: Supersonic Flight• Base Aircraft Noise Management Plan
3.c	<p>Monitoring, to validate predicted noise impacts to sensitive receptors at RAAF Base Williamtown (including Salt Ash Air Weapons Range), RAAF Base Tindal and RAAF Base Townsville. This must include, but not be limited to:</p> <ol style="list-style-type: none">i. An investigation of alternative noise measurement and analysis methods;ii. Utilisation of Noise and Flight Path Monitoring Systems (where installed), to provide ongoing noise information,	<p>There is no action required for this condition at RAAF Base Darwin</p>

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Condition	Condition requirement	Response
	and the development of a noise measuring system at RAAF Base Tindal; iii. Comparison of actual measured F-35A Lightning II aircraft noise levels with those predicted in the Environmental Impact Statement; and iv. Biennial review of noise monitoring locations, unless agreed with the Minister.	
3.d	If actual measured F-35A Lightning II aircraft noise levels, and flight activity exceed those predicted in the Environmental Impact Statement then corrective action be developed and implemented at RAAF Base(s) and forward operating RAAF Base(s), until an appropriate assessment of noise levels and flight activity has been reached, as agreed with the Minister.	<p>Not applicable until the aircraft is flying in the locations.</p> <p>Data gathered at RAAF Base Williamtown throughout 2019 and 2020 in accordance with the F-35A Noise and Flight Activity Verification Program will inform operations at other bases.</p> <p>The ‘Conclusion’ phase of the Program will occur in 2021. In this phase, the measurements of flight activity and noise levels will be analysed and compared to each of the predictions in the EIS to determine whether any potential exceedances have occurred.</p> <p>Any potential exceedances will be comprehensively investigated and if confirmed, appropriate corrective measures will be developed and undertaken.</p> <p>Any required corrective measures will be implemented and verified in 2021, with a report, consult, review and update cycle to occur in the ‘Ongoing’ phase in 2022.</p> <p>Appropriate corrective measures will take into account environmental impact as well as operational, safety and training needs.</p> <p>Corrective actions will be applied until an agreement with the Environment Minister is reached.</p>
3.e	Reporting, to ensure clear and timely public access to noise levels and flight	Not applicable until the aircraft is flying in this location.

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Condition	Condition requirement	Response
	<p>activity monitoring data. This must include but not be limited to:</p> <ul style="list-style-type: none"> i. conducting a biennial evaluation of the effectiveness of flight activity monitoring and programmes at RAAF Base(s) until agreed in writing by the Minister; ii. Annual publication on the Defence Aircraft Noise website of: <ul style="list-style-type: none"> i. noise levels and flight activity monitoring data of the F-35A Lightning II aircraft; and ii. a comparison of actual noise levels and flight activity of the F-35A Lightning II with those predicted in the Environmental Impact Statement. This must include, but not be limited to: <ul style="list-style-type: none"> a. noise management measures; b. days and hours of operation; c. flight paths used to reduce noise; and d. frequency and type of activities that occur at Salt Ash Weapons Range. iii. annual review and update of the Aircraft Noise Management Plan for the first three years following the commencement of the action, and then biennially, unless agreed in writing by the Minister. 	<p>There is no permanent Noise and Flight Path Monitoring System (NFPMS) at RAAF Base Darwin; however, Air Force will establish a temporary NFPMS at RAAF Base Darwin by the end of 2021. Whilst the system will be temporary, the monitoring equipment will remain in place from the end of 2021 to 2023. This will allow the NFPMS to monitor F-35A activity at RAAF Base Darwin. If the timing of a noise event matches the radar track of an F-35A, then that noise event will be attributed to the F-35A and will appear in NFPMS reports. The NFPMS will inform the 2023 F-35A biennial report.</p> <p>3.e.i. Air Force's Aircraft Noise Management Policy commits Air Force to conducting a biennial evaluation of the noise management and monitoring system. Through the Aircraft Noise Management Policy annual reporting process, Defence will compile information and evaluate the effectiveness of flight activity monitoring and programs at relevant RAAF Bases using data provided by the NFPMS. Noise monitoring will be reported as per the temporary NFPMS installed at RAAF Base Darwin.</p> <p>3.e.ii.i. F-35A operations in Darwin will only occur for Exercises and Operational requirements. Notable Exercises are Pitch Black and Talisman Sabre. These exercises are not conducted at the same time with Pitch Black and Talisman Sabre running on alternate years. This means only a small percentage of total F-35A operations will be conducted at RAAF Base Darwin. Defence will publish quarterly and annual NFPMS reports for RAAF Base Darwin on the Defence Aircraft Noise website at https://www.defence.gov.au/AircraftNoise/NFPMS/Default.asp and F-35A specific reports at https://www.defence.gov.au/AirCraftNoise/Environment/F35EIS.asp.</p> <p>3.e.ii.ii (a); (b); (c). the principals of the Air Combat Group (ACG) Fly Neighbourly Policy which aims to reduce noise impact of fast jet operations within safety and operational requirements will be applied. The BANMP also provides a basis for operations. The temporary NFPMS at RAAF Base Darwin will report on the requirements of this condition as relevant to RAAF Base</p>

Condition	Condition requirement	Response
		<p>Darwin, including a comparison of actual and predicted flight activity and noise levels. Such reports will be published on the Defence Aircraft Noise website at https://www.defence.gov.au/AircraftNoise/NFPMS/Default.asp.</p> <p>3.e.ii.ii.(d). Not applicable</p> <p>3.e.iii. BANMPs will be reviewed and updated annually, in accordance with Air Force's Aircraft Noise Management Policy.</p>
3.f	<p>Consultation activities, to ensure adequate communication with stakeholders, including local residents and relevant authorities. Consultation activities must include, but no be limited to:</p> <ul style="list-style-type: none"> i. regular review of communication arrangements with affected stakeholders and communities; ii. clear and timely notification of information regarding varied flight activity and future plans, which may impact stakeholders, including but not limited to: <ul style="list-style-type: none"> i. days and hours of operation; ii. flight paths; and iii. higher noise events. iii. continued participation at community forums; and iv. development of a concise location specific package of key information related to noise levels and flight activity monitoring data that addresses community concerns in an easily understandable manner for the 	<p>3.f.i. RAAF Base Darwin Senior Australian Defence Force Officer (SADFO) role is to manage whole-of-Defence matters including Defence Assistance to the Civil Community (DACC), community engagement and stakeholder engagement with local residents and local and territory authorities. SADFO RAAF Base Darwin does this by attending the Darwin International Airport Community Consultation Group, which sets out the process for improvements and changes (https://www.darwinairport.com.au/corporate/consultation). In addition, Air Force continuously improves its communication arrangements to ensure current and up-to-date information is provided to the community.</p> <p>3.f.ii. F-35A operations in Darwin will be only as per Exercises and Operational requirements. This will mean only a small percentage of total F-35A operations will be conducted in this location.</p> <p>FEG-based media releases and community engagement activities are conducted to promote F-35A Exercises and deployments to RAAF Base Darwin. Large Scale deployments i.e. Pitch Black, will have dedicated community engagement activities well in advance of the exercise. This includes community engagement activities and flying program notifications to local residents.</p> <p>Small-scale exercises and deployments to RAAF Bases Darwin will be accompanied by public affairs activities such as media releases.</p> <p>Social media posts will be issued around activities being conducted.</p> <p>RAAF Base and flying program notifications – conducted as part of standard ops to inform the public of flying activities.</p>

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Condition	Condition requirement	Response
	lay person.	<p>Those who submit noise complaints have the option to be added to a local distribution list. In addition they are advised of the Air Force Flying Operation website (https://www.airforce.gov.au/operations/flying-operations/flying-activity) and other social media platforms where timely information on days and hours of operation, flightpaths and higher noise events are advertised.</p> <p>3.f.iii. SADFO or a representative attends Darwin International Airport Community Consultation Group (CCG).</p> <p>3.f.iv. Location specific information related to noise levels and operational flight activity monitoring is already available on the Defence Aircraft Noise Website. Air Force will deploy temporary NFPMS by the end of 2021 to 2023 at RAAF Base Darwin as identified in condition 3.e. The information will be displayed on the Defence Aircraft Noise website.</p> <p>Any information published will be developed with operational security issues considered.</p>
3.g	Complaint Handling and Resolution, to ensure enquiries and complaints about F-35A Lightning II aircraft flying operations are received, recorded, reported, responded to and resolved, as defined in the Aircraft Noise Management Strategy	Complaint Handling and Resolution is conducted in accordance with Air Command Noise Management System and applicable paragraphs in this BANMP. Complaints regarding Air Force aircraft noise and flying operations should be made by calling 1300 333 362, and asking to be connected to the nearest RAAF Base, or by submitting an aircraft noise complaint/enquiry form.
3 (condition end note)	The plan must be submitted to the Department for approval. The approval holder must not commence the action unless the Minister has approved this plan	RAAF Base Darwin BANMP is to be signed by the SADFO. The RAAF Base Darwin BANNP is to be submitted to the Department of Agriculture, Water and Environment.

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