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RAAF BASE TINDAL

BASE AIRCRAFT NOISE MANAGEMENT PLAN



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RAAF BASE TINDAL BASE AIRCRAFT NOISE MANAGEMENT PLAN

References

- A. Air Force Aircraft Noise Management Strategy 2018 – 2023
- B. Air Command Standing Instruction (Operations) 03-11, Aircraft Noise Management
- C. 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 Tindal Base Aircraft Noise Management Plan (BANMP) informs and aims to improve public understanding of aircraft noise management strategies in the vicinity of RAAF Base Tindal.
3. RAAF Base Tindal is located 15 kilometres outside of Katherine and 320 kilometres south-east of Darwin in the Northern Territory. Although it is Air Force's youngest operational base (except for bare bases), it is one of Australia's most important Defence sites.
4. RAAF Base Tindal annually hosts major exercises typically featuring visiting aircraft and personnel from around the country and world. Notable exercises include Pitch Black, Diamond Storm, Arnhem Thunder and Talisman Sabre. RAAF Base Tindal's dry-season weather and proximity to Delamere Air Weapons Range makes it an ideal location to conduct high-end training sorties for RAAF and coalition partners.
5. The Katherine Town Council has a working agreement with RAAF Base Tindal for usage of the airstrip and associated facilities (a small civil apron and terminal). RAAF Base Tindal is available 24 hours each day for all emergency services aircraft (Careflight, Royal Flying Doctors), Regular Public Transport (RPT) and approved General Aviation (GA) operations. All noise related RPT and GA complaints are managed by Airservices Australia's [Noise Complaints and Information Service](#) (NCIS)¹.

Background and scope

6. The BANMP has been raised in compliance with the Air Force Aircraft Noise Management Strategy, Reference A and Air Command Standing Instruction (Operations) 03-11, Reference B. 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 Tindal.

¹ Aircraft noise enquires 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/>).

Description of standard aircraft operations

7. RAAF aircraft permanently based at RAAF Base Tindal include:
 - a. F-35A Lightning II, single jet engine, single seat fighter aircraft
 - b. MQ-4C Triton, Rolls-Royce AE 3007 turbofan Unmanned Aerial Vehicle
 - c. Augusta Westland AW139 or Bell B412 turbo shaft helicopters operated by Canadian Helicopter Corporation for Search and Rescue (SAR).
8. RAAF Base Tindal utilises the flying and training areas indicated in Figure One below.

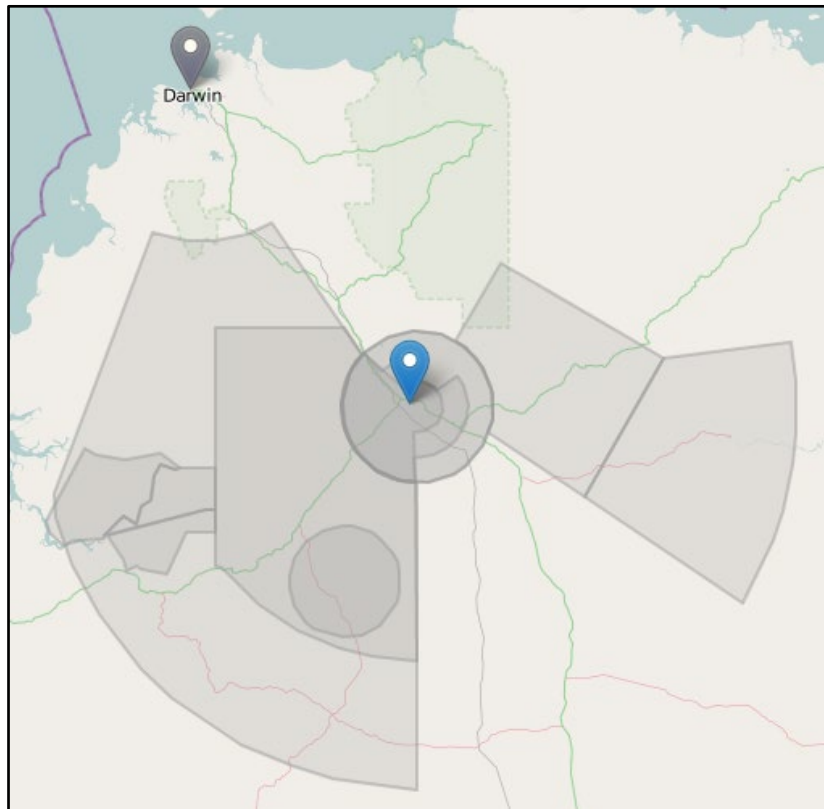


Figure One: RAAF Base Tindal Primary Flying and Training Areas

9. Where possible, RAAF Base Tindal will advise the local community of non-routine flying events. This is not always possible due to changes in weather conditions or operational restrictions which may require aircraft to operate over land training areas more frequently. Members of the public can access information regarding planned and non-routine flying via the [Air Force Flying Operations](https://www.airforce.gov.au/operations/flying-operations/flying-activity) website².
10. RAAF Base Tindal has a single runway 14/32 aligned south-east/north-west. Katherine is 15km north-west of RAAF Base Tindal, close to the aircraft flight paths for Runway 32 departures and Runway 14 arrivals. Runway 14 is serviced by an Instrument Landing System precision approach used to guide pilots to a safe landing in poor weather.

²

Webpage link [<https://www.airforce.gov.au/operations/flying-operations/flying-activity>]

11. Preferred runway use is determined primarily by wind direction and is stipulated by Air Traffic Control (ATC) to ensure safety of flight. When ATC is not active, pilots determine the most suitable runway by examining the wind conditions from weather reports and also wind socks located at the airfield.

Variations to standard aircraft operations

12. The most common foreseeable variation to the regular flying schedule at RAAF Base Tindal is visiting aircraft from other Bases. At times, aircraft may operate outside normal airfield operating hours with approval granted by the Tindal Air Base Executive Officer. Attempts will be made where possible to advertise changes to the community. Defence has an extensive range of aircraft with differing engine configurations including:

- a. F/A-18F Super Hornet, twin jet engine,
- b. EA-18G Growler, twin jet engine,
- c. C-17A Globemaster III, four turbofan engines,
- d. E-7A Wedgetail, two turbofan engines,
- e. C-130J Hercules, four turboprop engines,
- f. C-27J Spartan, two turboprop engines,
- g. CL604 Challenger, two turbofan engines,
- h. P-8A Poseidon, two turbofan engines,
- i. B350 King Air, two turboprop engines,
- j. Boeing BBJ, two turbofan engines,
- k. Falcon 7X, three turbofan engines,
- l. Various single and multi-rotor aircraft, single and twin turboshaft engines, and
- m. Visiting aircraft types from International Defence Forces.

13. Unforeseeable variations (caused by inclement weather and aircraft serviceability issues) will occur from time to time. Noise abatement measures will be implemented where possible.

Tindal noise management

14. RAAF Base Tindal maintains guidelines such as Base Standing Instructions and Range Standing Instructions, designed to provide a baseline for aircraft operations on Defence managed lands. All operators adhere to these instructions. Annex A outlines the Air Force Fly Neighbourly policy. Air Combat Group (ACG) also has Standing Instructions, which provide the basis for aircraft operations flown by all ACG aircrew. These include:

a. **Fly Neighbourly procedures.** ACG has developed fly neighbourly practices and guidance for subordinate units, including those that will operate the F-35A. The policy provides specific guidance for RAAF Base Tindal, however a summary of the main generic noise management guidelines for RAAF Base Tindal are as follows:

- (1) Noise management is a briefing item for all flying. ACG aircrew conduct operations with due cognisance of the impact of noise on communities and residents under or in the vicinity of the flight path.
- (2) Noise abatement procedures complement extant local procedures.
- (3) Military aircraft will not operate above the speed of sound within 30 nautical miles of RAAF Base Tindal.
- (4) Aircraft will avoid overflying homesteads and communities within the training areas.

15. **F-35A Lightning II.** Reference C requires RAAF Bases to detail a noise management plan to monitor and minimise noise disturbance from F-35A Lightning II aircraft operations. F-35A Lightning II operations from RAAF Base Tindal did commence in 2022. A Noise and Flight Path Monitoring System (NFPMS) was installed to monitor noise from F-35A Lightning II aircraft operations. The strategy for detailing compliance with the conditions specified in Reference C is contained in Enclosure one to this document.

16. 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. Enclosure one contains details on the status of compliance with approval condition 3 of the EPBC 2010/5747 that relates to Aircraft Noise Management Plans.

Low flying

17. Low flying is defined flight below 500 feet (152 metres) over a non-built up area or 1,000 feet (304 metres) over a built up area, above obstacles within 968 feet (600 metres).

RAAF Base Tindal Airspace

18. Aircraft operating from RAAF Base Tindal utilise nearby Flying Training Areas (FTAs) for training and exercises. The locations are shown in figure two below.

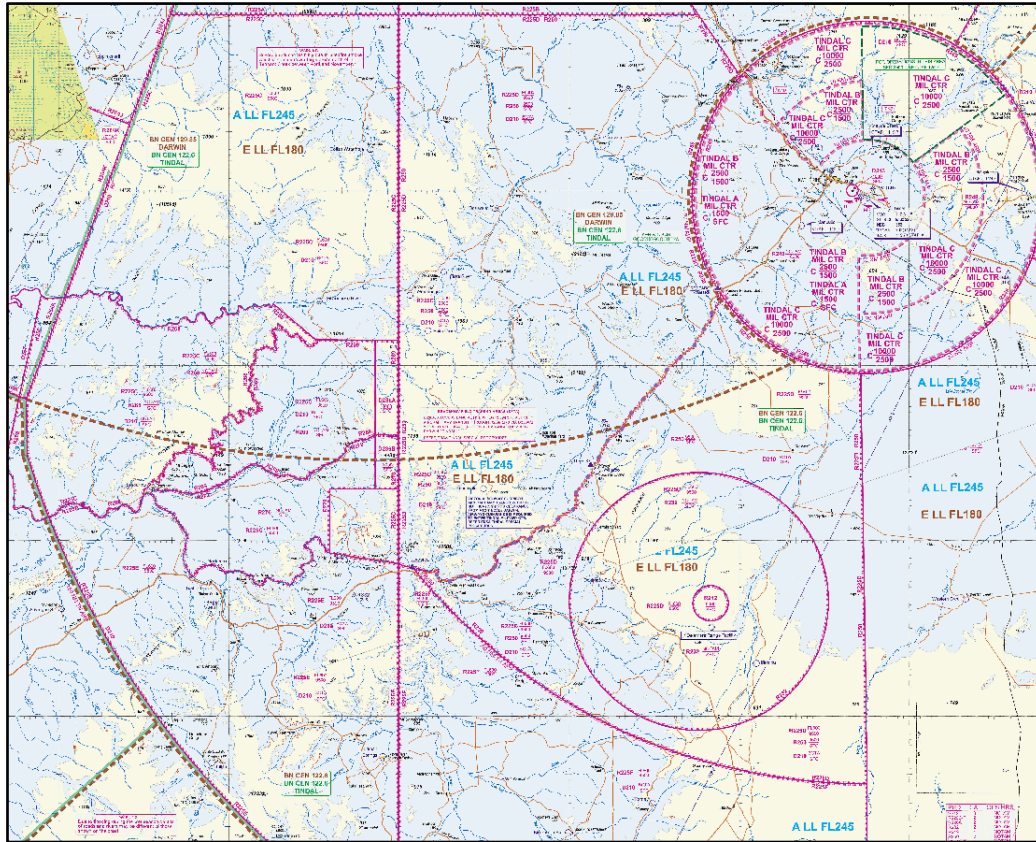


Figure Two: RAAF Base Tindal Airspace FTAs

Working with Community

19. Residents should consider the [Australian Noise Exposure Concept \(ANEC\)](https://www.defence.gov.au/AircraftNoise/_Master/Docs/ANEF/2025_ANEC_RAAF_Tindal.pdf)³ map for RAAF Base Tindal, which provides a forecast of cumulative annual aircraft noise. ANEC and Australian Noise Exposure Forecast (ANEF) maps provide a forecast of anticipated noise for a future period, for that location. The ANEC/ANEF does not show every flight path and homeowners with properties outside of the map zones may still experience aircraft noise. The NFPMS will be developed to provide a more accurate and useful record of flight paths of all aircraft and noise events in close proximity to RAAF Base Tindal.

20. RAAF Base Tindal engages regularly with Katherine Town council. The Senior Australian Defence Force Officer (SADFO) RAAF Base Tindal and the Tindal Base Manager meet with Katherine Town Council quarterly (and as required) to exchange information relating to all matters within the Tindal Base that might impact the Katherine region, including noise and environmental issues.

³

Webpage link [https://www.defence.gov.au/AircraftNoise/_Master/Docs/ANEF/2025_ANEC_RAAF_Tindal.pdf]

21. SADFO RAAF Base Tindal or delegate also attend Katherine Town Council Ordinary Council Meetings and Open Forums, where community members can raise questions via the process indicated on [Katherine Town Councils](#)⁴ website.
22. RAAF Base Tindal makes all attempts to advise local communities of non-routine flying operations via Media Releases, social media, emails to local registered community residents and on the [Air Force flying operations](#)⁵ website. Annex A provides the Air Force Fly Neighbourly Policy.
23. Where possible, RAAF Base Tindal will advise the local community of non-routine flying events. This is not always possible due to changes in weather conditions or operational restrictions which may require aircraft to operate over land training areas more frequently.

Noise Monitoring

24. Defence operates the NFPMS to provide the community information about aircraft noise and flight paths associated with military operations. The NFPMS website can be accessed via the [Defence Aircraft Noise Website Monitoring](#)⁶ tab. This interactive and accessible database can be used to develop reports of aircraft flight paths and volume of aircraft traffic. The site will also provide details of the monitoring station locations around RAAF Base Tindal.
25. The NFPMS allows individuals to gain an understanding of all flying activity near the Base. Defence uses the data to publish a monthly report of fast jet flying activity, and all aircraft flight activity.
26. There are five Noise Monitoring Sites for RAAF Base Tindal, as seen in Figure Three, located at:
- a. Runway 14 End
 - b. Runway 32 End
 - c. Base Accommodation
 - d. Casuarina School
 - e. Katherine Hospital

⁴ Webpage link [<https://www.katherine.nt.gov.au/council-meetings>]

⁵ Webpage link [<https://www.airforce.gov.au/operations/flying-operations/flying-activity>]

⁶ Webpage link [<https://www.defence.gov.au/AircraftNoise/NFPMS/Default.asp>]

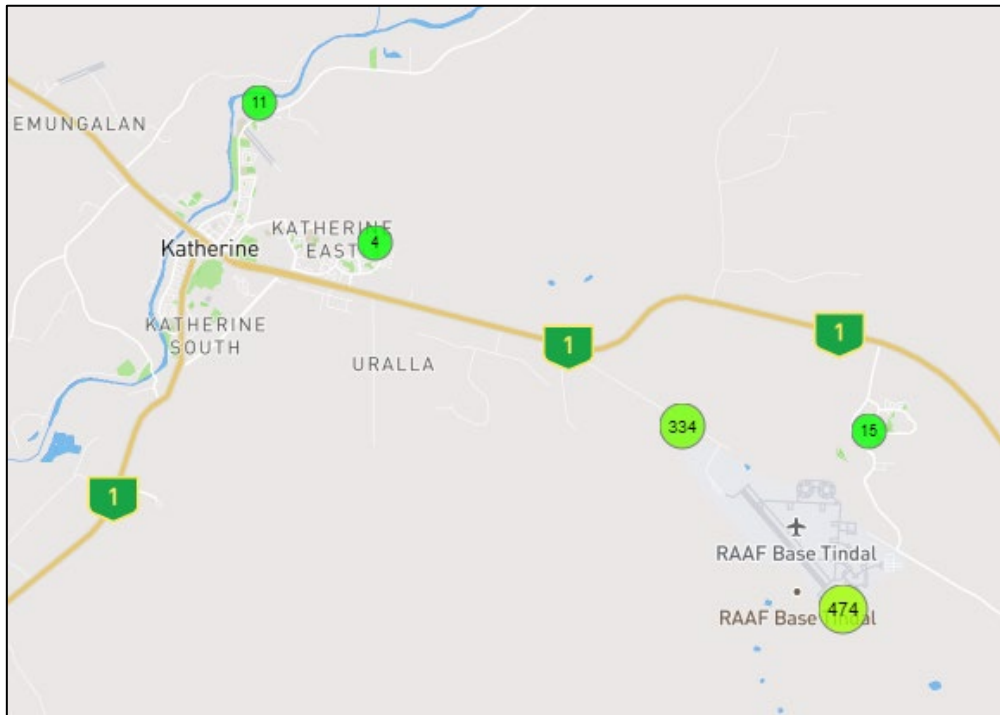


Figure Three: Tindal NFPMS Report for May 2022

Noise Complaints

27. RAAF Base Tindal manages noise complaints from the public in accordance with Reference B. 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 Tindal,
- b. online by the [aircraft noise enquiry or complaint form](#)⁷, or
- c. mail to:

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

28. 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 should be directed to [Airservices Australia NCIS](#)⁸.

⁷

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

⁸

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

29. 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

30. Military aircraft noise complaints are generally taken by RAAF Base Tindal Air Base Operations Centre (ABOC) and documented on Webform OA039. All completed investigations are forwarded to Air Force Headquarters Staff Officer Aircraft Noise Management in Canberra via Headquarters Air Command for further vetting.

31. Further details on the aircraft noise complaint process can be found on the [Defence Aircraft Noise](#)⁹ website.

32. 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 website](#)¹⁰.

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

- a. The ANO's [online complaint form](#)¹¹,
- 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

34. This document will be reviewed annually.

35. The document will be made available on the [RAAF Base Tindal](#)¹² webpage of the [Defence Aircraft Noise website](#)¹³.

Annex:

- A. Air Force Fly Neighbourly Policy

Enclosure:

- 1. RAAF Base Tindal – Compliance with Condition 3 of EPBC Approval 2010/5747

⁹ Webpage link [<https://www.defence.gov.au/AircraftNoise/ContactUs.asp>]

¹⁰ Webpage link [<https://ano.gov.au/about/>]

¹¹ Webpage link [<https://ano.gov.au/complaints/form.asp>]

¹² Webpage link [<https://www.defence.gov.au/AircraftNoise/Tindal/Default.asp>]

¹³ 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)¹⁴ website.

¹⁴

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

Table E-1: RAAF Base Tindal – 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>Base Aircraft Noise Management Plans (BANMPs) have been prepared as part of the Air Force Aircraft Noise Management Strategy and progressively uploaded to the Defence Noise website during 2021. BANMPs were prepared for RAAF Bases prior to F-35A exercises and operations in each location. The documents were submitted to DAWE (now Department of the Climate Change, Environment, Energy and Water (DCCEEW) on completion. The BANMPs can be located on the Defence Aircraft Noise website at https://www.defence.gov.au/about/locations-property/aircraft-noise.</p> <p>BANMPs include measures to align with Condition 3 where applicable. Activities undertaken to inform the BANMPs, and with Condition 3 measures include:</p>
3.a	Comparison of actual flight activity of F-35A Lightning II aircraft with those predicted in the Environmental Impact Statement;	<p>F-35A Lightning II flying activity occurred at RAAF Base Tindal from 2021. The second biennial F-35A Noise and Flight Path Activity Report published in July 2023 included information regarding flying activity and noise measurements from December 2020 to December 2022 – See Related Documents section on the website at: https://www.defence.gov.au/about/accessing-information/environmental-compliance-reports/flying-operations-f35a-aircraft</p>
3.b	A review of existing noise management programs	<p>The F-35A Biennial Reporting - Review of F-35A Aircraft Noise Management and Reporting – 2018-2020 included a review of existing noise management programs. See Related Documents section on the website at: https://www.defence.gov.au/about/accessing-information/environmental-compliance-reports/flying-operations-f35a-aircraft. In summary, the report assessed the suitability of noise management programs for addressing community</p>

Condition	Condition requirement	Response
		<p>impacts due to noise associated with F-35A aircraft operations were evaluated and considered appropriate.</p> <p>The third biennial report will be produced by July 2025. The biennial reporting for 2023-2024 will reflect operations at RAAF Bases Tindal, Darwin, Townsville and Amberley.</p>
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> <ul 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, 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 	<p>The second biennial F-35A Noise and Flight Path Activity Report published in July 2023 collated data on flying activity and noise measurements from December 2020 to December 2022. See Related Documents section on the website at: https://www.defence.gov.au/about/accessing-information/environmental-compliance-reports/flying-operations-f35a-aircraft</p> <ul style="list-style-type: none"> i. The F-35A Biennial Reporting - Review of F-35A Aircraft Noise Management and Reporting, see Related Documents section on the website at: https://www.defence.gov.au/about/accessing-information/environmental-compliance-reports/flying-operations-f35a-aircraft, - included an investigation of alternative noise measurement and analysis methods. For reference go to Pages 36 - 52, section 4.3 – 4.3.6. The review indicated current system was a sophisticated and modern system – designed as a fit for purpose model required for monitoring noise for military fast jets. ii. RAAF Base Tindal NFPMS produces monthly reports. Additional information can be requested via a web form. Defence has reported NFPMS data to local communities since 2005 see link https://www.defence.gov.au/about/locations-property/aircraft-noise/noise-monitoring-and-reporting iii. Noise comparison were identified in the second biennial F-35A Noise and Flight Path Activity Report December 2020-2022, however the report indicates due to low numbers of aircraft flying operation there were not enough events to

Condition	Condition requirement	Response
	iv. Biennial review of noise monitoring locations, unless agreed with the Minister.	<p>allow for robust statistical analysis of measurement data at that stage. The 2023-24 F-35A Noise and Flight Path Activity Biennial report to be published in July 2025 will provide updated information.</p> <p>iv. Noise monitoring locations were reviewed in F-35A Aircraft Noise Management and Reporting - See Related Documents section on the website at: https://www.defence.gov.au/about/accessing-information/environmental-compliance-reports/flying-operations-f35a-aircraft page 38, Section 4.3.4. There were no recommendations for changes to the siting of noise monitoring locations, beyond provision of mobile noise monitors in specific locations if required.</p>
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>The first F-35A aircraft arrived at RAAF Base Tindal on 3 December 2021. Aircraft were gradually introduced over the subsequent years.</p> <p>The findings of F-35A Noise and Flight Path Activity December 2020 - December 2022 indicate that flying operations and noise level changes associated with the F-35A aircraft are generally consistent with the EIS. However, as a result of the higher departure thrust settings required for safety reasons, are higher than predicted noise levels associated with these operations.</p> <p>Air Combat Group (ACG) trialled alternative departure procedures at RAAF Base WLM from mid-2019 to December 2022. The aim of the trials, conducted in accordance with the RAAF Base WLM Aircraft Noise Management Plan F-35A Noise and Flight Activity Verification Program, was to identify departure procedures that minimised noise at sensitive receivers but not compromise safe operations of the F-35A aircraft, the safety of the public and aircrew, while still achieving training and operational requirements. Utilising this data, ACG finalised operating procedures designed to minimise aircraft noise as much as possible without comprising operations or safety throughout 2023/24.</p> <p>This departure profile may be replicated where it may be beneficial for sensitive receivers at RAAF Base Tindal and forward operating bases around Australia</p>

Condition	Condition requirement	Response
		<p>where applicable.</p> <p>The details of the 2021-22 noise monitoring for RAAF Base Tindal were outlined in December 2020-2022 biennial report published in July 2023. The report indicated due to low numbers of aircraft flying operations there were not enough events to allow for robust statistical analysis of measurement data.</p>
3.e	<p>Reporting, to ensure clear and timely public access to noise levels and flight 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 programs 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 	<p>3.e.i. The F-35A Noise and Flight Path Activity Report December 2020-2022 was published in July 2023, and July 2021. See Related Documents section on the website at: https://www.defence.gov.au/about/accessing-information/environmental-compliance-reports/flying-operations-f35a-aircraft</p> <p>3.e.ii. The F-35A Noise and Flight Path Activity Report December 2020-2022. Found in Related Documents section on the website at: https://www.defence.gov.au/about/accessing-information/environmental-compliance-reports/flying-operations-f35a-aircraft</p> <ul style="list-style-type: none"> i. Aircraft noise levels - Appendix F pages 138-9 ii.a. noise management measures – Section 4.10 – pages 54-57 ii.b. days and hours of operation – 4.2.2 page 17 ii.c. flight tracks – 4.8 p. 40-44 ii.d. N/A

Condition	Condition requirement	Response
	<p>d. frequency and type of activities that occur at Salt Ash Weapons Range.</p> <p>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>	<p>3.e.iii. The RAAF Base Tindal BANMP is available on the Defence website at https://www.airforce.gov.au/about-us/bases/raaf-base-tindal/raaf-base-tindal-aircraft-noise. Base NMPs have been progressively developed in accordance with the RAAF Aircraft Noise Management Policy, and prior to F-35A operations.</p>
3.f	<p>Consultation activities, to ensure adequate communication with stakeholders, including local residents and relevant authorities. Consultation activities must include, but not be limited to:</p> <p>i. regular review of communication arrangements with affected stakeholders and communities;</p> <p>ii. clear and timely notification of information regarding varied flight activity and future plans, which may impact stakeholders, including but not limited to:</p> <p>i. days and hours of operation;</p> <p>ii. flight paths; and</p> <p>iii. higher noise events.</p> <p>iii. continued participation at community forums; and</p> <p>iv. development of a concise location specific package of key information</p>	<p>3.f.i. RAAF Base Tindal 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. 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. Any large scale exercises 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 will be accompanied by public affairs activities such as media releases</p> <p>RAAF Base and flying program notifications will be conducted as part of standard ops to inform the public of flying activities.</p> <p>3.f.iii. SADFO or representative attend local community forums to advise of upcoming activities where required.</p> <p>3.f.iv. Defence maintains location-specific information about F-35A Lightning II EIS predictions on the Defence website. Defence also provides access to aircraft</p>

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**ENCLOSURE 1 TO
RAAF BASE TINDAL NOISE MANAGEMENT PLAN
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Condition	Condition requirement	Response
	related to noise levels and flight activity monitoring data that addresses community concerns in an easily understandable manner for the lay person.	noise levels and flight activity monitoring data on the Defence website. See https://www.defence.gov.au/about/locations-property/aircraft-noise/noise-monitoring-and-reporting Any information published will be developed with operational security issues considered
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.
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	The BANMPs were approved by the Department of Environment and Energy (now) Department of the Climate Change, Environment, Energy and Water (DCCEE) Delegate upon completion of the first NMP beginning with RAAF Base TDL prior to operations starting in December 2021. All BANMPs have undergone subsequent documented reviews on an annual basis. The RAAF Base Tindal BANMP is available on the Defence website at https://www.airforce.gov.au/about-us/bases/raaf-base-tindal/raaf-base-tindal-aircraft-noise . This condition is also supported by actions taken to satisfy conditions 1, 2 and 4 of EPBC Approval 2010/5747.

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