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RAAF BASE TOWNSVILLE

BASE AIRCRAFT NOISE MANAGEMENT PLAN

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AMENDMENT / REVIEW CERTIFICATE

AL	Date	Change	Signature
0	2019	Original	
1	Jul 21	Annual Review, addition of Enclosure 1	
2	Apr 25	Annual Review	

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RAAF BASE TOWNSVILLE 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
- D. Standing Instructions (Aviation) Operations
- E. Standing Instructions (5 Aviation) Operations

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 Townsville Base Aircraft Noise Management Plan (BANMP) informs and aims to improve public understanding of aircraft noise management strategies in the vicinity of RAAF Base Townsville.
3. Located 5 kilometres West of Townsville, RAAF Base Townsville is Australia's premier Forward Operating Base. It is the home of 16 Aviation Brigade, consisting of 5 Aviation Regiment (5AVN) and shortly 1 Aviation Regiment (1AVN), and works in close collaboration with 3 Brigade ARA at Lavarack barracks.
4. Townsville Airport Propriety Limited (TAPL) is located on the Eastern area of RAAF Base Townsville and all civilian Regular Public Transport (RPT) and approved operator aircraft are required to comply with the RAAF Base Townsville BANMP. All noise related RPT complaints are managed by Airservices Australia's [Noise Complaints and Information Service](#) (NCIS).
5. RAAF Base Townsville is responsible for RAAF Base Scherger, which is located approximately 1,100 kilometres from Townsville in Far North Queensland. RAAF Base Scherger is one of Air Force's three bare bases, which are a part of a series of strategic outposts reaching from Learmonth in Western Australia to the Cape York Peninsula.

Background and scope

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

Description of standard Defence aircraft operations

7. Aircraft permanently based at RAAF Base Townsville include:
 - a. CH-47F Chinook, and
 - b. AH-64E Apache from late 2025,
8. While not permanently hosting resident Air Force flying squadrons, RAAF Base Townsville provides support to single and joint Service exercise programs and operations.
9. RAAF Base Townsville does not exercise an airfield curfew and is available 24 hours a day. As such, night flying can be conducted at any time however is restricted to the minimum required to achieve training targets.
10. The average number of fixed wing military aircraft movements is 8 per week.
11. The average number of civilian RPT flights is 400 per week.
12. RAAF Base Townsville utilises six training areas as indicated at Figure one below.

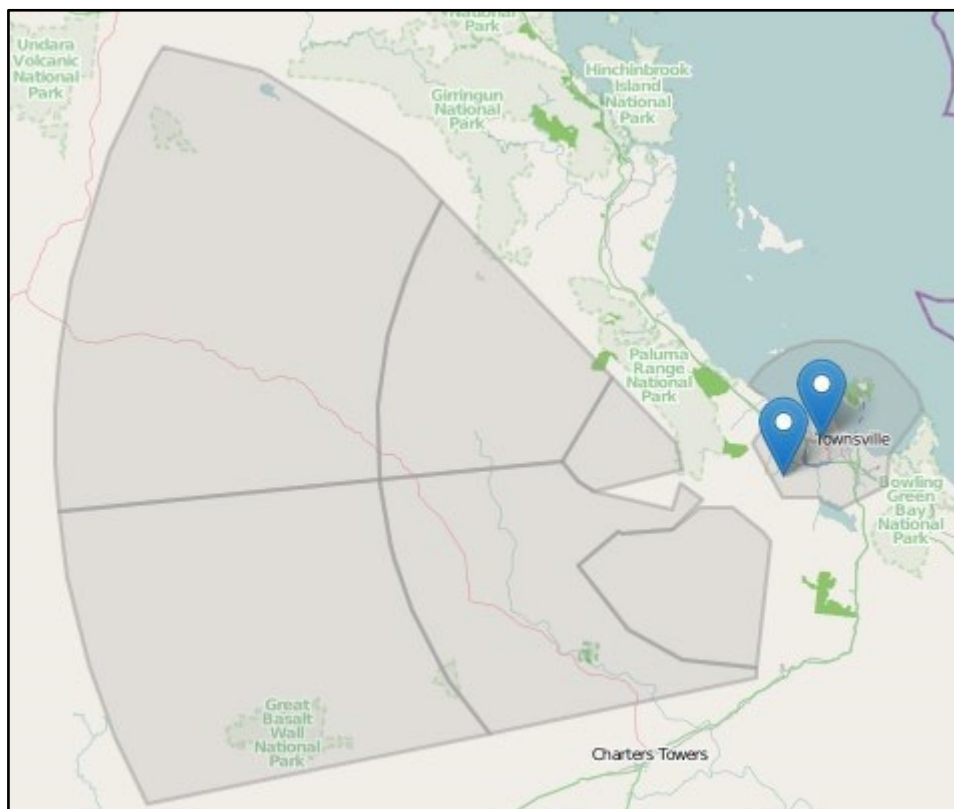


Figure One: RAAF Base Townsville Primary Training Areas

13. Where possible, RAAF Base Townsville 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 Activities and Events](#) website.

14. RAAF Base Townsville has a dual runway as shown in figure two. Runway 01/19 is aligned north to south and Runway 07/25 is aligned southwest to northeast.

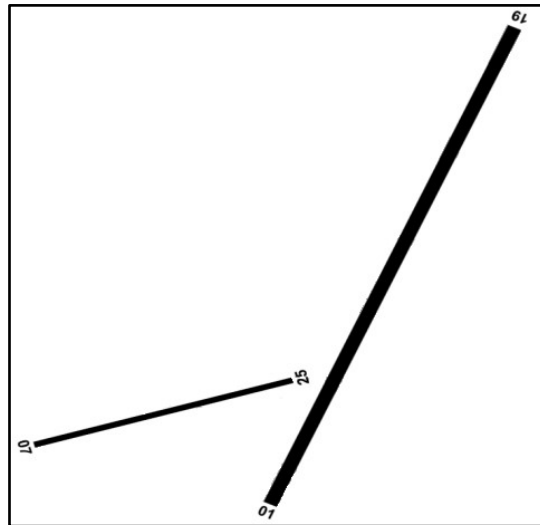


Figure Two: RAAF Base Townsville Runway Orientation

15. RAAF Base Townsville is surrounded from the North East through South to North West by densely populated suburbs, which are close to the aircraft routes for Runway 01/19 departures and arrivals. An Instrument Landing System, used to guide pilots to a safe landing in poor weather, services Runway 01.

16. 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

17. The most common foreseeable variation to the regular flying schedule at RAAF Base Townsville is visiting aircraft from other Bases. At times, aircraft may operate outside Air Base Air Traffic Services (ABATS) operating hours. Attempts will be made where possible to advertise changes to the normal flying operations to the community. Defence has an extensive range of aircraft with differing engine configurations including:

- a. F-35A Lightning II, single afterburning turbofan engine
- b. F/A-18F Super Hornet, two afterburning turbofan engines
- c. EA-18G Growler, two afterburning turbofan engines
- d. Hawk 127, single turbofan engine
- e. C-17A Globemaster III, four turbofan engines
- f. KC-30A, two turbofan engines
- g. B737 Max, two turbofan engines

- h. C-130J Hercules, four turboprop engines
 - i. C-27J Spartan, two turboprop engines
 - j. Falcon 7X, three turbofan engines
 - k. P-8A Poseidon, two turbofan engines
 - l. E-7A Wedgetail, two turbofan engines
 - m. B350 King Air, two turboprop engines
 - n. PC-21, single turboprop engine
 - o. Various single and multi-rotor aircraft, single and twin turboshaft engine
 - p. Visiting aircraft types from foreign militaries.
18. Unforeseeable variations (caused by inclement weather and aircraft serviceability issues) will occur from time to time. Noise control minimisation measures will be implemented as required and where possible.

Townsville Noise Minimisation

19. RAAF Base Townsville maintains guidelines such as Base Standing Instructions and Range Standing Instructions, designed to provide a baseline for aircraft operations on Defence managed lands. Annex A outlines the noise abatement procedures at RAAF Base Townsville. All operators adhere to these instructions. Some of these instructions are designed to reduce noise impacts from aircraft operations. 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 Townsville, however a summary of the main generic noise management guidelines for RAAF Base Townsville 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) Departure procedures are amended in the event of air traffic management directions or unsuitable weather conditions. In these circumstances standard visual or instrument departure and arrival procedures apply, as safety remains an important consideration.
- b. **Aircraft engine maintenance ground operations.** Post-aircraft maintenance may require installed 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. The following time restrictions apply to all engine runs at RAAF Base Townsville:

- (1) Between 0730h and 1630h Monday – Friday – no restrictions.
- (2) The above can be extended until 2100h, for exercise and visiting aircraft.
- (3) If engine runs are required outside of the above times, specific requests to the Air Base Operations Centre (ABOC) are required.
- (4) High power engine runs should be conducted at the Keyhole (an area located between taxiway L and B3), taxiway J or the Ordnance Loading Area complex. Prior contact with the ABOC is required to book these areas. Notice to local residents may occur if time permits.

20. **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 at Reference C. Enclosure 1 contains details on the status of compliance with approval condition 3 of Reference C.

Low flying

21. Low flying is defined flight below 500 feet (152 meters) over a non-built up area or 1,000 feet (304 meters) over a built up area, above obstacles within 968 feet (600 meters).
22. Designated low flying training areas are north of Townsville and are named the Eastern and Western Low Flying Areas and Western Training Area.

RAAF Base Townsville Airspace

23. Aircraft operating from RAAF Base Townsville utilise nearby Flying Training Areas (FTAs) for training and exercises. The locations are shown in Figure Three below.



Figure Three: RAAF Base Townsville Airspace FTAs

Army Aviation – Helicopter Operations

23. Helicopter operations based at RAAF Townsville have remained consistent since 1986 with CH-47, MRH-90, S-70 and now AH-64 total airframe numbers remaining steady. Army Aviation helicopter operations at RAAF Townsville are currently conducted IAW SI(AVN) OPS. This document summarises procedures and controls to reduce the impact of helicopter operations on the community with respect to noise. A summary is provided in Annex C.

Working with Community

24. Residents should consider the [Australian Noise Exposure Forecast \(ANEF\)](#) map for RAAF Base Townsville, 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. The Noise and Flight Path Monitoring Systems (NFPMS) has been developed to provide a more accurate and useful record of flight paths of all aircraft and noise events.

25. RAAF Base Townsville communicates regularly with the local council and community about on base operations in a variety of formal and informal means. The Townsville Community Aviation Consultation Group (CACG) is an important mechanism for local interaction and discussion in relation to aircraft noise. The [RAAF Base Townsville website](#) provides further information.

26. RAAF Base Townsville 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 Activities and Events](#) website. Annex B provides the Air Force Fly Neighbourly Policy.

27. Where possible, RAAF Base Townsville 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

28. Defence operates the NFPMS to provide the community information about aircraft noise associated with military operations. The NFPMS website can be accessed at this link [Noise and Flight Path Monitoring System](#). On this site, RAAF Base Townsville has an interactive and accessible database which can be used to develop reports of aircraft flight paths and volume of aircraft traffic. The site also provides details of the monitoring station locations around RAAF Base Townsville. The stations are not located in training areas outside the immediate Townsville area.

29. The NFPMS was developed by Defence to provide a public record of flying activity at RAAF Base Townsville. The NFPMS allows individuals to gain an understanding of all flying activity in the vicinity of the Base. Defence uses the data to publish a monthly report of all aircraft flight activity.

Noise complaints

30. RAAF Base Townsville 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 Townsville,
- b. online by the [aircraft noise enquiry or complaint form](#), or
- c. mail to:

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

31. 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 NCIS](#).

32. 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

33. Military aircraft noise complaints are generally taken by RAAF Base Townsville ABOC and documented on Form OA039. All completed investigations are forwarded to Air Force Headquarters Staff Officer Aircraft Noise Management in Canberra via Headquarters Air Command for further vetting.

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

35. 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](#).

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

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

37. This document will be reviewed annually.

38. The document will be made available on the [RAAF Base Townsville](#) webpage of the [Defence Aircraft Noise website](#).

Annexes:

- A. Townsville Noise Abatement Procedures
- B. Air Force Fly Neighbourly Policy

Enclosure:

RAAF Base Townsville – Compliance with Condition 3 of EPBC Approval 2010/5747

TOWNSVILLE NOISE ABATEMENT PROCEDURES

1. Aircraft departing Runway 01 or Runway 07 on a visual departure (including Visual Flight Rules (VFR)) shall remain at least 600 metres clear of Pallarenda built up areas when below A020 unless directed by ATC for operational reasons.
2. This may be achieved as follows:
 - a. YBCS/YPAM departure maintain upwind until over water then remain over water at least 600 metres clear of Pallarenda.
 - b. Westerly departure conduct left turn remaining at least 600 metres South of Pallarenda or maintain upwind until over water then remain over water at least 600 metres clear of Pallarenda and conduct left turn North of VFR Waypoint RDS (Radar Site) or when above A020.
3. Practice engine failures are not permitted on left crosswind Runway 01.

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.
3. For further information, please see the [Defence Aircraft Noise](#) website.

ARMY AVIATION HELICOPTER OPERATIONS

1. Army Aviation helicopter operations are conducted IAW SI(AVN) OPS. Controls pertinent to noise management are summarised below:
2. **Low flying.** Army helicopters may be authorised to conduct low-flying operations below 500ft AGL.
3. Army flight operations are planned with careful consideration for noise impact on the community. A database of noise sensitive areas is maintained which informs low flying route planning and selection. If low flying occurs over built-up areas, specific planning, procedures and approvals are required. Townsville noise sensitive areas and procedures are published in ERSa FAC, DAH and FIHA AD2 SUPP.
4. **Training areas.** Training areas are outlined in the Flight Information Handbook Australia AD2 Supplement Townsville.

ENCLOSURE 1 TO
RAAF BASE TOWNSVILLE NOISE MANAGEMENT PLAN
APR 2025

Table E-1: RAAF Base Townsville – 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. The plans have been uploaded to the Defence Noise website since 2021. BANMPs were prepared for RAAF Bases prior to F-35A 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 began at RAAF Base Townsville in 2022. The second biennial F-35A Noise and Flight Path Activity Report published in July 2023 collates 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> <p>Measured data was recorded for 1 January 2021 through to 4 October 2022 where NFPMS information was available.</p> <p>During this period, 57 known F-35A aircraft operations were measured by the</p>

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Condition	Condition requirement	Response
		<p>NFPMS.</p> <p>There is a limited data set available due to the limited operations conducted at RAAF Base Townsville.</p> <p>The 2023-24 F-35A Noise and Flight Path Activity Biennial report to be published in July 2025 will provide updated information. As a forward operating base, RAAF Townsville will only host F-35A aircraft for limited amounts of time in any one year.</p>
3.b	A review of existing noise management programs	The F-35A Biennial Reporting - Review of F-35A Aircraft Noise Management and Reporting – 2018-2020 included a review of existing noise management programs.
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> <p>i. An investigation of alternative noise measurement and analysis methods;</p>	<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> <p>Flying began at RAAF Base Townsville from January 2022.</p> <p>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.</p> <p>ii. RAAF Base Townsville NFPMS produces monthly reports. Additional information can be requested via a web form. Defence has reported NFPMS data</p>

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Condition	Condition requirement	Response
	<p>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;</p> <p>iii. Comparison of actual measured F-35A Lightning II aircraft noise levels with those predicted in the Environmental Impact Statement; and</p> <p>iv. Biennial review of noise monitoring locations, unless agreed with the Minister.</p>	<p>to local communities since 2005 see link https://www.defence.gov.au/about/locations-property/aircraft-noise/noise-monitoring-and-reporting.</p> <p>The second biennial F-35A Noise and Flight Path Activity Report also reports on flying activity, noise monitoring and noise measurement. See Related Documents section on the website at: https://www.defence.gov.au/about/accessing-information/environmental-compliance-reports/flying-operations-f35a-aircraft Appendix G pages 140-141.</p> <p>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 allow for robust statistical analysis of measurement data at that stage.</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	The findings of F-35A Noise and Flight Path Activity December 2020 - December 2022 indicate that flying operations and noise level changes associated

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Condition	Condition requirement	Response
	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>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 where applicable.</p> <p>The details of the 2021-22 noise monitoring for RAAF Base Townsville 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> <p>i. conducting a biennial evaluation of the effectiveness of flight</p>	<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-</p>

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Condition	Condition requirement	Response
	<p>activity monitoring and programmes at RAAF Base(s) until agreed in writing by the Minister;</p> <p>ii. Annual publication on the Defence Aircraft Noise website of:</p> <p>i. noise levels and flight activity monitoring data of the F-35A Lightning II aircraft; and</p> <p>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:</p> <p>a. noise management measures;</p> <p>b. days and hours of operation;</p> <p>c. flight paths used to reduce noise; and</p> <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,</p>	<p>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 pages 71 – 74 provide details on:</p> <p>i. Aircraft noise levels - Appendix G pages 140-141</p> <p>ii.a. noise management measures – section 4.10 Pages 54-57</p> <p>ii.b. days and hours of operation – section 5.5 page 74-75</p> <p>ii.c. flight tracks - section 4.8 pages 40, 45-48</p> <p>ii.d. N/A</p> <p>3.e.iii. The RAAF Base Townsville BANMP is available on the Defence website at https://www.airforce.gov.au/about-us/bases/raaf-base-townsville. Base NMPs are reviewed periodically and progressively updated as required in accordance with the RAAF Aircraft Noise Management Policy.</p>

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Condition	Condition requirement	Response
	and then biennially, unless agreed in writing by the Minister.	
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 	<p>3.f.i. RAAF Base Townsville 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 Townsville does this by attending the Townsville Community Aviation Consultation Group (CACG), which sets out the process for improvements and changes (https://www.townsvilleairport.com.au/ecacg). 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 Townsville will be only as per Exercises and Operational requirements.</p> <p>FEG-based media releases and community engagement activities are conducted to promote F-35A Exercises and deployments to RAAF Base Townsville. Large scale deployments may have dedicated community engagement activities well in advance of the exercise including community engagement activities and flying program notifications to local residents.</p> <p>Small-scale exercises and deployments to RAAF Bases Townsville 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 will be conducted as part of standard ops to inform the public of flying activities.</p> <p>3.f.iii. SADFO or representative attends Townsville Community Aviation Consultation Group.</p>

Condition	Condition requirement	Response
	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 lay person.	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 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 (DCCEEW) Delegate upon completion of the first NMP beginning with RAAF Base WLM on 3 December 2018. All BANMPs have undergone subsequent documented reviews on an annual basis. The RAAF Base Townsville BANMP is available on the Defence website at https://www.airforce.gov.au/about-us/bases/raaf-base-townsville . This condition is also supported by actions taken to satisfy conditions 1, 2 and 4 of EPBC Approval 2010/5747