RAAF BASE POINT COOK

BASE AIRCRAFT NOISE MANAGEMENT PLAN

Approved by:

david.strong

Digitally signed by david.strong
Date: 2023.04.17 11:00:01 +10'00'

D Strong
Air Commodore
Senior Australian Defence Force Officer
RAAF Williams–Laverton and RAAF Base Point Cook

Amendment Certificate

Version	Date	Comments
1.0	19 Jun 2020	Original Document
2.0	23 Apr 2021	Alignment with generic framework provided in AC SI (OPS) 3-11
3.0	12 Apr 2023	Biennial review

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References:
A. Air Command SI(OPS) 03-11 Aircraft Noise Management
B. RAAF WIL BSI(OPS) 06-1 RAAF Base Point Cook Fly Neighbourly Instruction
C. PCK ABCP BLI 1-05 Noise Complaints

Introduction

1. Aircraft noise is an unavoidable consequence of operations and training at RAAF Base Point Cook. This Base Aircraft Noise Management Plan (BANMP) has been raised in order to help manage the effect of aircraft noise on local residents and provide nearby communities with a greater understanding of aircraft operations conducted at and around the base.

Background and scope

2. The BANMP has been raised in accordance with Ref A and applies to all flying and ground operations involving Australian Air Force, Army, and Navy aircraft, civil-registered and foreign military aircraft, operating from RAAF Base Point Cook.

Description of standard aircraft operations

3. RAAF Base Point Cook, though a military airfield, is largely utilised by civilian light aircraft. Royal Melbourne Institute of Technology (RMIT) operates a flight training school with a number of civilian single engine and twin-engine training aircraft at the base, which accounts for the majority of aerodrome movements. A sole permanent Air Force unit, 100SQN, operates a fleet of vintage aircraft that are routinely engaged in aerobatics over the aerodrome in support of the RAAF Museum. Australian Air Force Cadets (AAFC) also operate a small number of single engine aircraft and, due to the timing of cadet visits, often fly on weekends and school holidays.

4. As a military aerodrome, Australian Defence Force (ADF) aircraft regularly visit the base. These can be large four engine transport aircraft such as the C130 Hercules, twin-engine transport such as the C27 Spartan and KA350 King Air, or single engine PC-21 trainers. Army helicopters such as the S70 Blackhawk and MRH-90 Taipan can visit the base in support of ADF exercises conducted within the Melbourne region.

Circuit training

5. RAAF Base Point Cook is a major flying training base, with over 90% of all movements being pilot training related. A vital part of pilot training is repetitive touchdown and take-off ('Touch & Go') circuit operations in both daylight and night-time conditions. The circuit path flown is designed according to ICAO requirements, which dictate the circuit shape, location and proximity to the runway. In the interest of safety to both pilots and the public, the procedures used must be predictable to and repeatable by all pilots, regardless of experience. To decrease the noise impact on RAAF Base Point Cook Aerodrome neighbours, circuit training hours have been limited to 0730-2230 Monday to Saturday and 0730-last light on Sundays. Night circuits are not permitted on Sundays.

6. While flight path areas and procedures are generally set, in busy airspace, pilots may deviate from the expected flight area for safety, expedition or other operational reasons. For example, when there is a mix of single and twin-engine aircraft in the circuit at the same time, to maintain appropriate sequencing the twin-engine aircraft may need to fly wider circuits as they are faster and more powerful than single-engine aircraft. It is important to note the circuit area is an area extending out to 3 Nautical Miles (NM) from the aerodrome, and aircraft landing, taking off, or conducting circuit training, will fly at lower altitudes in this area. Annex A contains a circuit diagram indicating the approximate circuit area out to 3NM, however, most aircraft will generally fly circuits within 1NM.

7. Aircraft conducting circuit training may also conduct practice emergency training, such as simulated engine failures, at various points in the circuit. Low-level circuits, which are flown at 500 feet, are also an important aspect of flight training.

Simulated engine failure

8. Fixed wing and rotary wing aircraft must conduct simulated engine failures over the runway with recovery initiated prior to the airside boundary when departing to the north of RAAF Base Point Cook (i.e. Runway 35 or Western Grass). Simulated engine failure sequences from all other runways must be conducted in a manner that will not impact any dwellings or could cause concern to the public.

9. Simulated engine failure is an important component of pilot training curriculum and accreditation. A simulated engine failure is generally conducted with an instructor or assessor on board. The aircraft engine is deliberately brought to idle during flight to test the ability of the pilot to respond to the emergency and conduct a safe and successful glide landing onto the runway. Practice in flight engine shutdowns are not permitted.

Airspace

10. A section of the airspace around RAAF Base Point Cook is a designated training area, referred to as D383A. Annex B details the location of this area as displayed on a Visual Flight Rules (VFR) navigation map. This allows aircraft to conduct flight training such as stalls, steep turns, and practice emergency training. A part of this airspace, referred to as D383B, is also a designated aerobatics area providing a suitable area for the conduct of aerobatic training.

11. The majority of aircraft operating at RAAF Base Point Cook fly under Visual Flight Rule (VFR) procedures, where the pilots navigate via visual reference to land and sea and as such, the actual flight tracks can vary substantially. Although the term ‘flight path’ is commonly used and the tracks are shown as thin straight lines on maps, in reality an aircraft’s flight path occupies a region of space or set area and the resulting flight corridor can be a few kilometres wide.

12. The main inbound and departure tracks to or from RAAF Base Point Cook are east via visual reporting points at Williamstown or Altona South, or west via reporting points at Werribee South or Werribee Race Course.

Flying displays

13. Aerobatics are routinely conducted over RAAF Base Point Cook as part of the 100SQN interactive flying display, and in support of wider Air Force celebrations or parades. The duration of these displays will vary depending on the occasion. Displays exceeding 30 minutes are to be considered extremely rare. All displays will occur by day only.

Night flying

14. Night flying is conducted within the times indicated in ERSA. However, this only applies to circuit training and does not preclude aircraft from departing to another aerodrome or landing upon returning from a sortie such as a navigation flight. Any aircraft departing or arriving outside of published timings will endeavour to depart or approach over water, if prevailing winds allow, in order to minimise night time disruptions to local residents. Late night/early morning military training will only occur during major exercises, however, where possible, arrivals and departures will occur over water. These exercises are well publicised to local residents in advance.

15. Due to RAAF Base Point Cook being available for military operations 24 hours a day military flights can be expected, although it is unusual, to arrive at any time. Arrivals outside of those timings published in ERSA will be flown in such a manner to minimise disruption to local residents.

Engine testing

16. Any testing of engines will occur within published timings unless a military necessity exists. This is likely to only occur during major military exercises or operations.

Variations to standard aircraft operations

17. The most common foreseeable variation to the regular flying schedule at RAAF Base Point Cook are visiting aircraft from other bases. Air Force has an extensive range of aircraft with differing engine configurations including:

a. F35A – single low-bypass after-burning turbofan engine

b. F/A-18 Super Hornet – two low-bypass after-burning turbofan engines

c. Boeing Business Jet – two turbofan engines

d. P-8A Poseidon – two turbofan engines

e. P-3C Orion – four turboprop engines

f. E-7A Wedgetail – two turbofan engines

g. Dassault Falcon 7X – three turbofan engines

18. Significant forecast variations to the regular aircraft operations at RAAF Base Point Cook, where practicable, will be notified through the Defence Aircraft Noise Website.

19. Unforeseeable variations (caused by inclement weather and aircraft unserviceability) will occur from time to time. Noise control minimisation measures will be implemented as required.

Complaint handling and resolution

20. Complaints regarding Air Force aircraft noise should be made to the Defence Switchboard on 1300 333 362 and ask to be connected to the RAAF Base Point Cook Air Base Command Post (ABCP), or submission of an Aircraft noise complaint/enquiry form. The ABCP can be contacted on (03) 7301 5531, or via pck.abcp@defence.gov.au. Calls outside of working hours will automatically be redirected to the 21SQN Duty Phone.

21. On receipt of a noise complaint, a Defence member will initiate an investigation to determine the occurrence and likely operating organisation. 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 the Air Services Australia Website.

22. All completed investigations are forwarded to Air Force Headquarters Aircraft Noise/Environment in Canberra, via HQAC, for further vetting. Noise complainants are able to contact the Aircraft Noise Ombudsman web site, email at ano@ano.gov.au, or:

Aircraft Noise Ombudsman
GPO Box 1985
Canberra City ACT 2601

Fly neighbourly and noise sensitive areas

23. RAAF Base Point Cook commits to undertake flying operations in a manner considerate of our local community, while maintaining the required levels of safety and capability. RAAF Base Point Cook's Fly Neighbourly policy, Ref B, can be accessed on the RAAF Williams Security & Estate Group (S&EG) website, as well 21SQN's website under Aerodrome Information. This document details those measures local aviators should take to avoid or minimise noise disruption to local residents.

24. Annex B of Ref B details those areas surrounding the aerodrome considered noise sensitive areas and should be avoided by aircraft.

Localised communication strategy

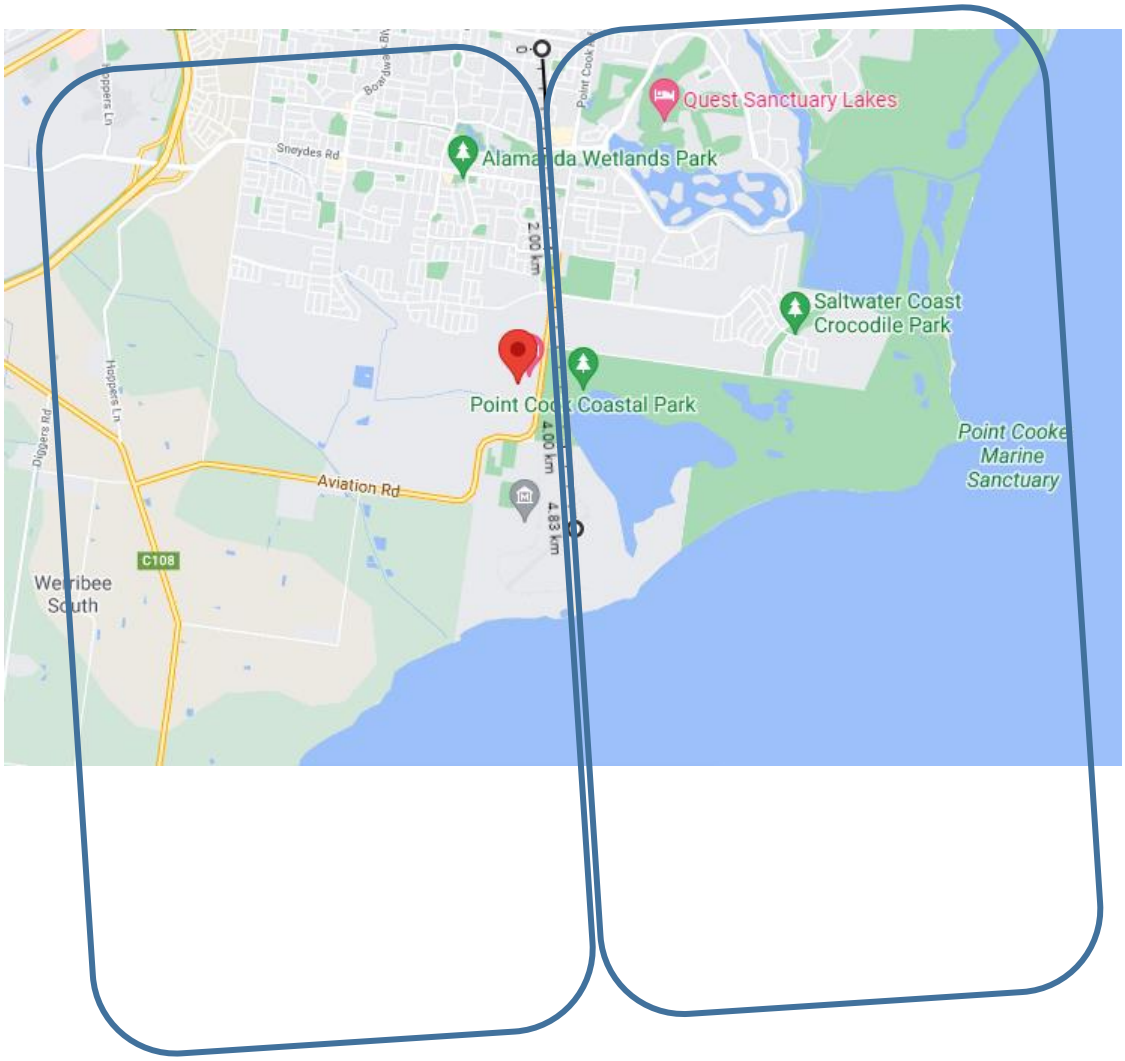
25. The base has no organic Public Affairs Capability. Noise complaints are managed at a local level in accordance with the procedures detailed in Refs A and C. For large scale exercises external Public Affairs support will assist in public messaging.

Review and update process

26. This document will be reviewed biennially.

Annexes:
A. Circuit Diagram
B. Visual Navigation Chart Diagram

CIRCUIT DIAGRAM



ANNEX B TO
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VISUAL NAVIGATION CHART DIAGRAM