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RAAF WAGGA
BASE AIRCRAFT NOISE MANAGEMENT PLAN



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RAAF WAGGA - BASE AIRCRAFT NOISE MANAGEMENT PLAN (BANMP)

Introduction

1. Aircraft noise is an unavoidable consequence of Defence flying operations and training. The impact of aircraft noise is subjective and 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, without affecting operational or training outcomes. Consequently, aircraft noise is managed locally by personnel who know and understand community concerns. RAAF Wagga BANMP informs and aims to improve the public understanding of aircraft noise management strategies in the vicinity of RAAF Wagga.

2. Located 10 kilometres south east of Wagga Wagga, RAAF Wagga is the premier ground training base for Air Force with four training units. The military base is adjacent to Wagga Wagga Airport. The local Wagga Wagga City Council (WWCC) operate the airfield, as depicted at Annex A, under a lease agreement with Defence.

Background and scope

3. Wagga Wagga Airport is located directly to the south of RAAF Wagga and WWCC are responsible for the management of all aerodrome operations. Wagga Wagga Airport does not have a published noise management plan. The RAAF Wagga BANMP has been developed to ensure military aircraft operations at the aerodrome meet Air Force's noise management requirements. The BANMP applies to all flying and ground operations involving military aircraft, civil-registered aircraft leased by Air Force, Defence contracted aircraft operated by external service providers and foreign military aircraft. The BANMP has been raised to comply with Air Command SI (OPS) 03-11 Aircraft Noise Management.

Description of standard aircraft operations

4. No permanent aircraft stationed at RAAF Wagga undertaking operations. However, on occasion, aircraft operations may be conducted at RAAF Wagga. It is expected that visiting aircraft operate within the standard operating hours of 6:00am to 10:00pm Australian Eastern Standard Time (AEST); and up to 11:00pm during Australian Eastern Daylight Time (AEDT). If aircraft operations are required outside of these times, prior approval from RAAF Wagga Air Base Executive Officer (ABXO) is compulsory.

5. Wagga Wagga Airport operates an airfield curfew from 10:00pm to 6:00am (AEST) daily for civilian aircraft movements. Delays in flying operations can occur and will be accommodated within reason. However no RPT aircraft will be regularly scheduled to land or depart within curfew hours. Wagga Wagga Airport is available 24 hours each day for all emergency services aircraft (Care Flight, Westpac Rescue, NSW Air Ambulance, Royal Flying Doctor, NSW Rural Fire Service, NSW Police etc) and these aircraft are authorised to operate during curfew hours.

6. The average number of aircraft movements at RAAF Wagga is 250 per year, predominately during standard operating hours Monday to Friday. IAW Wagga Wagga Airport movement chart, there are between 35,000 and 40,000 civilian flights conducted from Wagga Wagga Airport annually.

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Aircraft engine maintain ground operations

7. Aircraft in location may require installed engine ground testing across various power settings. This particular type of testing will be conducted during normal operating hours wherever possible. However there may be times due to operational requirements that this testing is conducted during curfew hours.

Low flying

8. Low flying is defined as below 500ft (152m), over a non-built up area or 1,000ft (304m) over a built up area. Military aircraft routinely conduct low level fly-past operations over RAAF Wagga and the Wagga Wagga Airport in support of graduation parades. Aircraft conducting flypasts are to avoid the Forest Hill built up area where possible.

Aircraft noise monitoring

9. Defence operates Noise and Flight Path Monitoring Systems (NFPMS) to provide the community with information about aircraft noise associated with military operations. Currently, Wagga Wagga Airport do not have a NFPMS.

Noise complaints

10. RAAF Wagga manages noise complaints from the public in accordance with Air Command SI (OPS) 03-11 Aircraft Noise Management. Complaints regarding aircraft noise can be made via:

- a. Defence switchboard on 1300 333 362 and ask to be connected to RAAF Wagga,
- b. Online by the [aircraft noise enquiry or complaint form](#)¹, or
- c. Mail:

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

11. 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 associated with the query. Complaints relating to civilian aircraft will be directed to [Airservices Australia NCIS](#)².

12. 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.

¹ <https://www.defence.gov.au/AircraftNoise/OnlineForm.asp>

² <https://www.airservicesaustralia.com/community/environment/aircraft-noise/about-making-a-complaint/>

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13. Military aircraft noise complaints are generally taken by RAAF Wagga ABCP 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.
14. Further details on the aircraft noise complaint process can be found on the [Defence Aircraft Noise](#)³ website.
15. 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](#)⁴.
16. A complaint investigation can be submitted to the ANO via:
- a. The ANO's [online complaint form](#)⁵,
 - 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

Fly neighbourly plan

17. RAAF Wagga strictly adheres to guidelines such as Air Command and Base Standing Instructions. Wagga Wagga Airport—as a civilian aerodrome operator—is required to follow the Australian Safeguard. This framework contains information which guides State and Local governments in regulating and managing, among other things, ‘intrusion by aircraft noise’. These instructions are designed to reduce noise pollution and the impacts noise has on civilian communities in the vicinity of aerodromes.
18. Headquarters Air Command (HQAC) has developed ‘fly neighbourly practices’ policy and provides the following guidance for subordinate squadrons, to utilise when airfields have operating aircraft. Air Force Fly Neighbourly Policy is at Enclosure 1. The purpose of the policy is to ensure:
- a. Noise management is a briefing item for all flying operations.
 - b. HQAC aircrew conduct operations cognisant of the impact of noise on communities and residents under, or in the vicinity of, the flight path.
 - c. Missions are planned with consideration to noise sensitive areas.

³ <https://www.defence.gov.au/AircraftNoise/ContactUs.asp>

⁴ <https://ano.gov.au/about/>

⁵ <https://ano.gov.au/complaints/form.asp>

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- d. Resolution of aircraft noise complaints in an expeditious manner.
- e. HQAC aircrew consider flight path during landing and take-off—to limit air traffic flying over the neighbouring residential areas.
- f. Noise abatement procedures are adhered to within 10 nautical miles (18.5 kilometres) of the airfield which complements extant local procedures.
- g. If noise abatement departure procedures are cancelled in the event of air traffic management directions or unsuitable weather conditions, that standard visual or instrument departure and arrival procedures apply—as safety remains an important consideration.

Localised communication strategy

19. RAAF Wagga communicates regularly with the local council and community regarding Air Base operations in a variety of formal and informal forums. RAAF Wagga Executives are involved with the Aerodrome Advisory Committee, Aerodrome Safety and Security Committee and the Local Emergency Management Committee. These forums provide opportunity for local interaction on issues pertaining to aircraft noise and aircraft operations.

20. RAAF Wagga makes all reasonable effort to advise local communities of flying operations via media releases, website or emails to local registered community residents.

Review and update process

21. Review of this BANMP is to be carried out biennially. Amendments can also be conducted when required.

Annex:

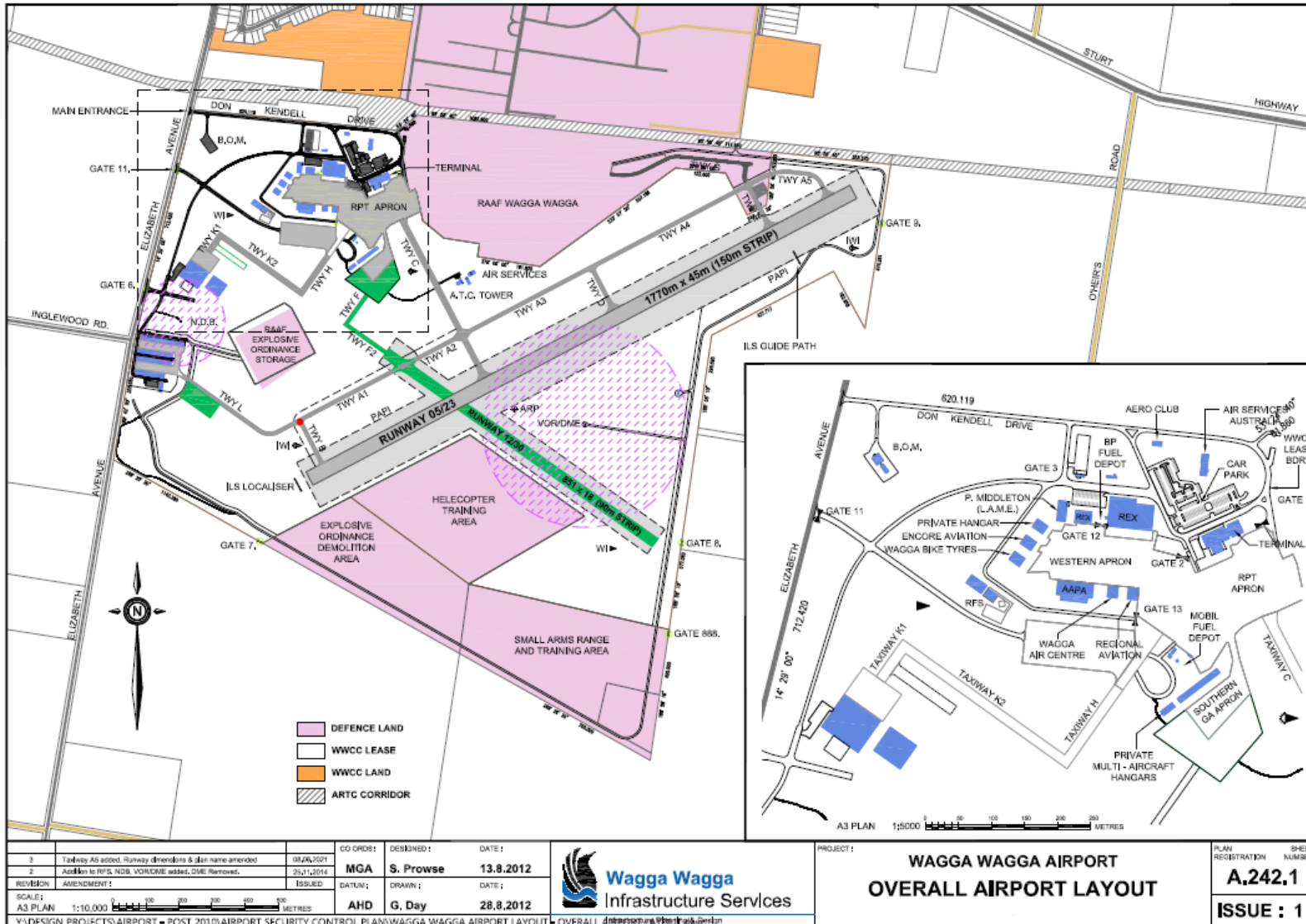
- A. Wagga Wagga Aerodrome Map

Enclosure:

- 1. Air Force Fly Neighbourly Policy

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WAGGA WAGGA AERODROME MAP



Air Force Fly Neighbourly Policy

Minimising Aircraft Noise

Air Force is working with local communities to reduce noise impacts whilst balancing operational and training requirements.

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:

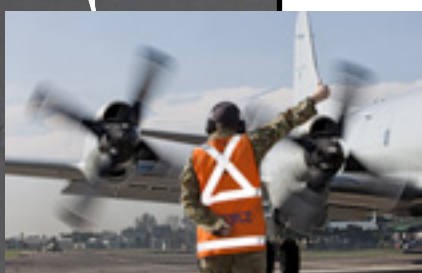
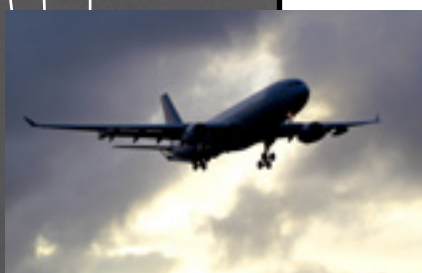
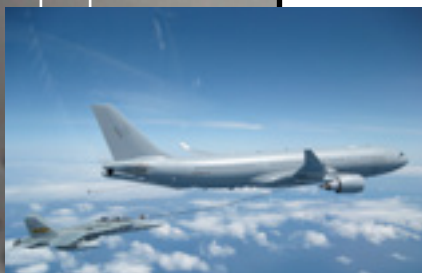
- Comply with published airfield noise abatement procedures;
- Use appropriate runway length for departures to maximise height over local communities;
- Minimise the use of afterburner on fast jets during takeoff and minimise noise during climb out;
- Limit the speed of aircraft over populated areas;
- Minimise flight over residential areas and other noise sensitive buildings such as hospitals and schools;
- Avoid low flying over known noise sensitive areas such as livestock yards;
- Minimise flying late at night or early in the morning;
- Include aircraft noise awareness in pilot training and familiarisation; and
- Notify local communities of major exercises or other non-routine training and flying activities such as flying displays.

To further minimise noise at some bases Air Force will:

- Limit continuous circuit training at night and on weekends and public holidays;
- Use satellite airfields for repetitive aircraft circuits;
- Vary flight paths to share noise;
- Consider continuous descents to reduce noise;
- Implement local engine run-ups procedures; and
- Minimise jet or turbo prop engine testing at night.

For more information about the management of aircraft noise visit:

<http://www.defence.gov.au/aircraftnoise/>



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