

RAAF BASE EAST SALE
BASE AIRCRAFT NOISE MANAGEMENT PLAN
V5.0



Approved by:

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BP35838465

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Introduction

1. Aircraft noise is an unavoidable consequence of Defence 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 to the maximum extent possible, without affecting operational or training outcomes. Consequently aircraft noise should be managed locally by personnel who know and understand community concerns. This Base Aircraft Noise Management Plan (BANMP) informs public understanding of aircraft noise management strategies in the vicinity of RAAF Base East Sale.

Background and Scope

2. The BANMP has been raised in compliance with Air Command Standing Instruction (Operations) 03-11 – *Aircraft Noise Management*. The BANMP applies to all flying and ground operations involving Defence-registered 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 East Sale.

Description of Standard Aircraft Operations

3. The following aircraft are operated by Defence and contractors regularly at RAAF Base East Sale:

- a. Pilatus PC-21 – two-seat, single-engine turbo-propeller aircraft
- b. Beechcraft B300 Super King Air KA350 – twin turbo-propeller small passenger aircraft
- c. Augusta 139 – twin turbo-shaft helicopter operated by Canadian Helicopter Company (CHC) for search and rescue.

4. The typical rate of local aircraft sorties¹ is approximately 250-280 per week,² between Monday to Friday. Night flying occurs approximately 40 weeks per year to support basic flying training. Each period of night flying training lasts between three to four days. The completion time for night flying varies with the required training load and variations in local sunset times, but is usually no later than 2359h. Weekend flying occurs occasionally to support Roulette workup activities and transit sorties to and from RAAF Base East Sale.

¹ A 'movement', as defined in AC SI (OPS) 03-11, is 'a single take-off or landing by a single aircraft at an airfield.' Each local sortie will typically complete between two and 10 movements per sortie.

² Determined from an average of weekly planning figures at ESL in 2024. Actual flown sorties is dependent upon many factors including, but not limited to, aircraft serviceability, instructor availability, weather and availability of support services (firefighting, refuelling etc).

5. RAAF Base East Sale Restricted Airspace (R360) is the airspace centred over RAAF Base East Sale established for the safe conduct of ADF flying training. When active, R360 is divided into 16 training areas as depicted in Annex A. Aircraft are allotted to training areas by local Air Traffic Control, which means aircraft are dispersed within a 50NM radius of the Base. The majority of flying training is conducted within the confines of R360, however some flying training occurs outside of R360, such as low level navigation exercises. PC-21 aircraft used for ADF flying training plan to achieve approximately 12,000 flying hours per year in the RAAF Base East Sale Restricted Airspace.

6. All visiting aircraft to RAAF Base East Sale are to request access prior to arrival, unless in an emergency. Requests are usually limited and normally occur during daylight hours.

7. Where possible, RAAF Base East Sale will advise the local community of significant non-routine flying events.³ However this is not always possible due to changes in weather conditions or operational restrictions. Members of the public can access information regarding planned non-routine flying on the [Air Force - Flying Operations](#) webpage.⁴

8. RAAF Base East Sale has two intersecting runways (see diagram in Annex B). The main runway (RWY09/27) is aligned approximately East/West, with aircraft flight paths (approach and departure) passing over the north side of Sale. There are a number of residential houses that fall beneath the flight path to RWY09/27, which means that residents are exposed to aircraft noise during departure and landing on this runway. RWY09/27 is also fitted with an Instrument Landing System (ILS) navigational aid which is used to guide pilots to a safe landing in the event of poor weather. The second runway (RWY04/22) is aligned approximately South West/North East.

9. Preferred runway use is predominantly determined by wind direction and wind speed and is stipulated by Air Traffic Control (ATC) when R360 is activate. When R360 is not active, pilots may determine the most suitable runway by examining the wind conditions from weather reports and also wind socks located at the airfield. The prevailing weather conditions at the RAAF Base East Sale Aerodrome mean that RWY09/27 is most often the preferred runway.

10. Following aircraft maintenance there may be a requirement to conduct engine ground testing. This testing is generally performed during the day and is used to examine all power settings for the aircraft.

11. Residents should consider the Australian Noise Exposure Forecast (ANEF) map (copy in Annex C) for RAAF Base East Sale, which provides the best information about aircraft noise exposure. ANEF maps provide a forecast of anticipated noise for a future period, for that location. It does not show every flight and homeowners with properties outside of the ANEF map zones may still experience aircraft noise.

³ This is usually achieved through a Media Alert or RAAF Base East Sale's column in the Gippsland Times.

⁴ Webpage link [<https://www.airforce.gov.au/news-events/flying-activities-events?RAAF-hPR1ZyeqIMWKiaNtrjPMdufiX%2FRBJSOR=>]

Variations to Standard Aircraft Operations

12. The most common foreseeable variation to the regular flying schedule at RAAF Base East Sale is visiting aircraft from other Bases. Other Defence aircraft could include:

- a. F-35A Lightning II – single low-bypass turbofan engine
- b. F/A-18F Super Hornet & EA-18G Growler – two low-bypass turbofan engines
- c. C-17A Globemaster III – four turbofan engines
- d. C-130J Hercules – four turboprop engines
- e. C-27J Spartan – two turboprop engines
- f. KC-30A Multi Role Tanker Transport - two turbofan engines
- g. 737 Boeing Business Jet – two turbofan engines
- h. Dassault Falcon 7X – three turbofan engines
- i. P-8A Poseidon – two turbofan engines
- j. E-7A Wedgetail – two turbofan engines
- k. AP-3C Orion – four turboprop engines
- l. MQ-4C Triton Unmanned Aircraft System – single turbofan engine
- m. Hawk 127 – single low-bypass turbofan engine

13. Significant forecast variations to the regular aircraft operations at RAAF Base East Sale, where practicable, will be notified through the [Defence Aircraft Noise](#) website.⁵

14. Unforeseeable variations (caused by weather and aircraft unserviceabilities) will occur from time to time. Noise control measures will be implemented as required.

Noise Complaints

15. RAAF Base East Sale manages noise complaints from the public in accordance with Air Command Standing Instruction (Operations) 03-11 – *Aircraft Noise Management*. Noise complaints from Defence aircraft, and aircraft contracted to Defence, can be made via:

- a. the Defence switchboard on 1300 333 362 and ask to be connected to RAAF Base East Sale Air Base Operations Centre (ABOC)
- b. the RAAF Base East Sale ABOC on 03 5169 9892 or email esl.aboc@defence.gov.au
- c. online by the [aircraft noise enquiry or complaint form](#)⁶, or

⁵ Webpage link [<https://www.defence.gov.au/about/locations-property/aircraft-noise>]

⁶ Webpage link [<https://www.defence.gov.au/about/locations-property/aircraft-noise/aircraft-noise-enquiries-complaints>]

d. mail to:

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

16. 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](#)⁷.

17. 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.

18. Military aircraft noise complaints are generally taken by RAAF Base East Sale 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.

19. Further details on the aircraft noise complaint process can be found on the [Defence Aircraft Noise](#)⁸ website.

20. 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](#)⁹.

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

- a. The ANO's [online complaint form](#)¹⁰
- b. Toll free phone number 1800 266 040
- c. Email: ano@ano.gov.au
- d. Mail:
Aircraft Noise Ombudsman
GPO Box 1985
Canberra City ACT 2601

⁷ Webpage link [<https://www.airservicesaustralia.com/community/environment/aircraft-noise/about-making-a-complaint/>]

⁸ Webpage link [<https://www.defence.gov.au/about/locations-property/aircraft-noise>]

⁹ Webpage link [<https://ano.gov.au/about-us/>]

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

Intent to ‘Fly Neighbourly’

22. RAAF Base East Sale commits to undertake flying operations in a manner which is considerate of our local community, whilst maintaining safe operation of our aircraft and achieving the required levels of capability for Defence. RAAF Base East Sale operates in accordance with the [‘Air Force Flying Neighbourly Policy’](#).

Low Flying Area

23. All low flying shall be contained within the Low Flying Area (LFA) (see Annex D) with the following exceptions:

- a. low level navigation exercises
- b. Licola navigation exercises
- c. helicopter operations
- d. display activities.

Localised Communication Strategy

24. RAAF Base East Sale communicates regularly with the local council and the community about on base operations, in a variety of formal and informal means. This includes publishing the ANEF, bi-annual meetings between base and council management and council representation on the Base Aviation Safety Committee.

25. Where practicable, RAAF Base East Sale will notify the local community of any planned Exercises, especially when fast-jets are deploying to RAAF Base East Sale. This courtesy is also implemented when a Low Level Flypast is planned for a Graduation Parade.

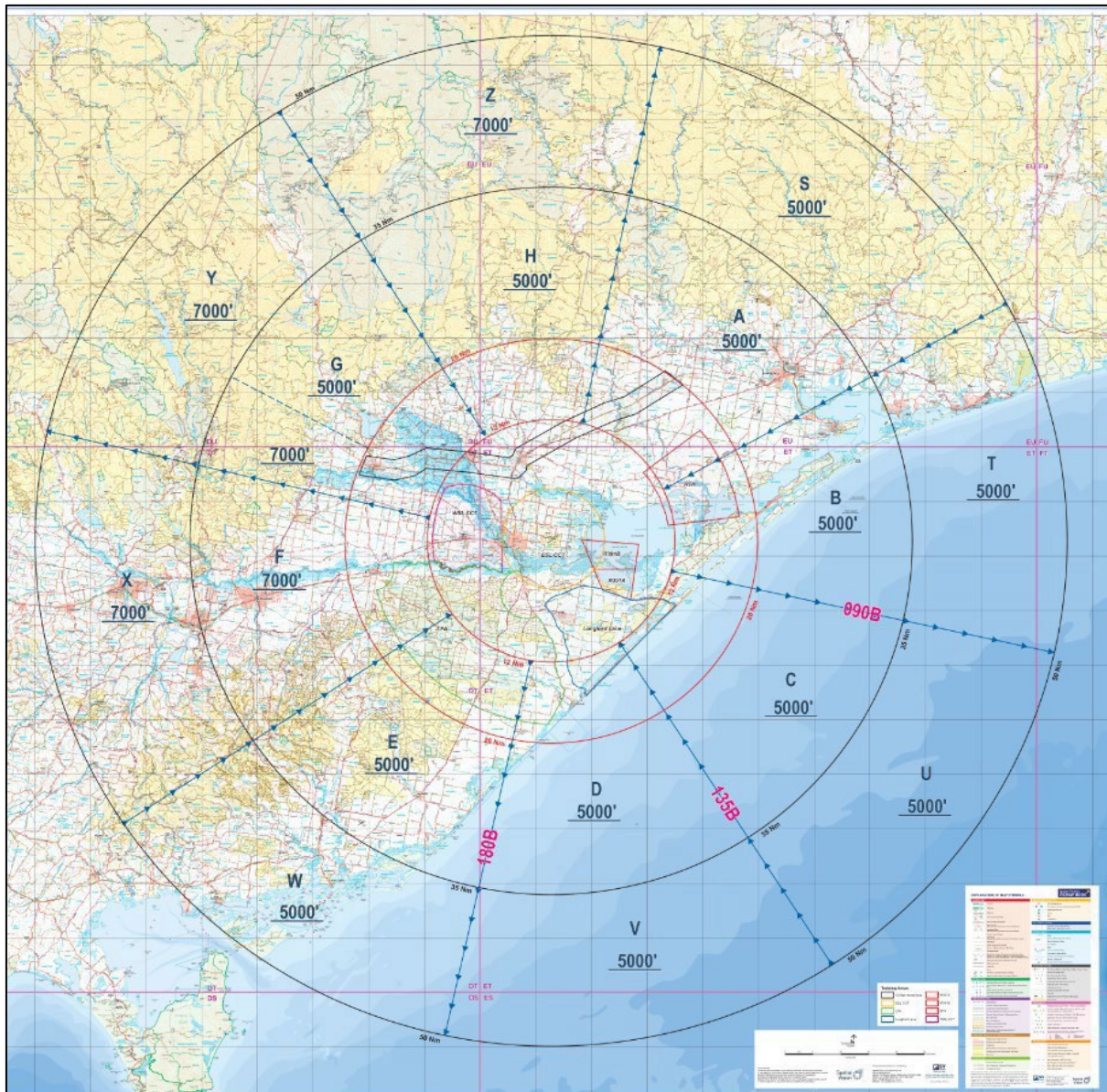
Review and Update

26. Review of this document is to be carried out every two years from the date of approval.

Annexes:

- A. RAAF Base East Sale Restricted Airspace (R360)
- B. RAAF Base East Sale - Aerodrome Map
- C. Noise Impact Study – 2035 ANEF Contours
- D. Low Flying Area

RAAF Base East Sale Restricted Airspace (R360)



RAAF Base East Sale - Aerodrome Map



RAAF BASE EAST SALE

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ENDORSEMENT FOR TECHNICAL ACCURACY

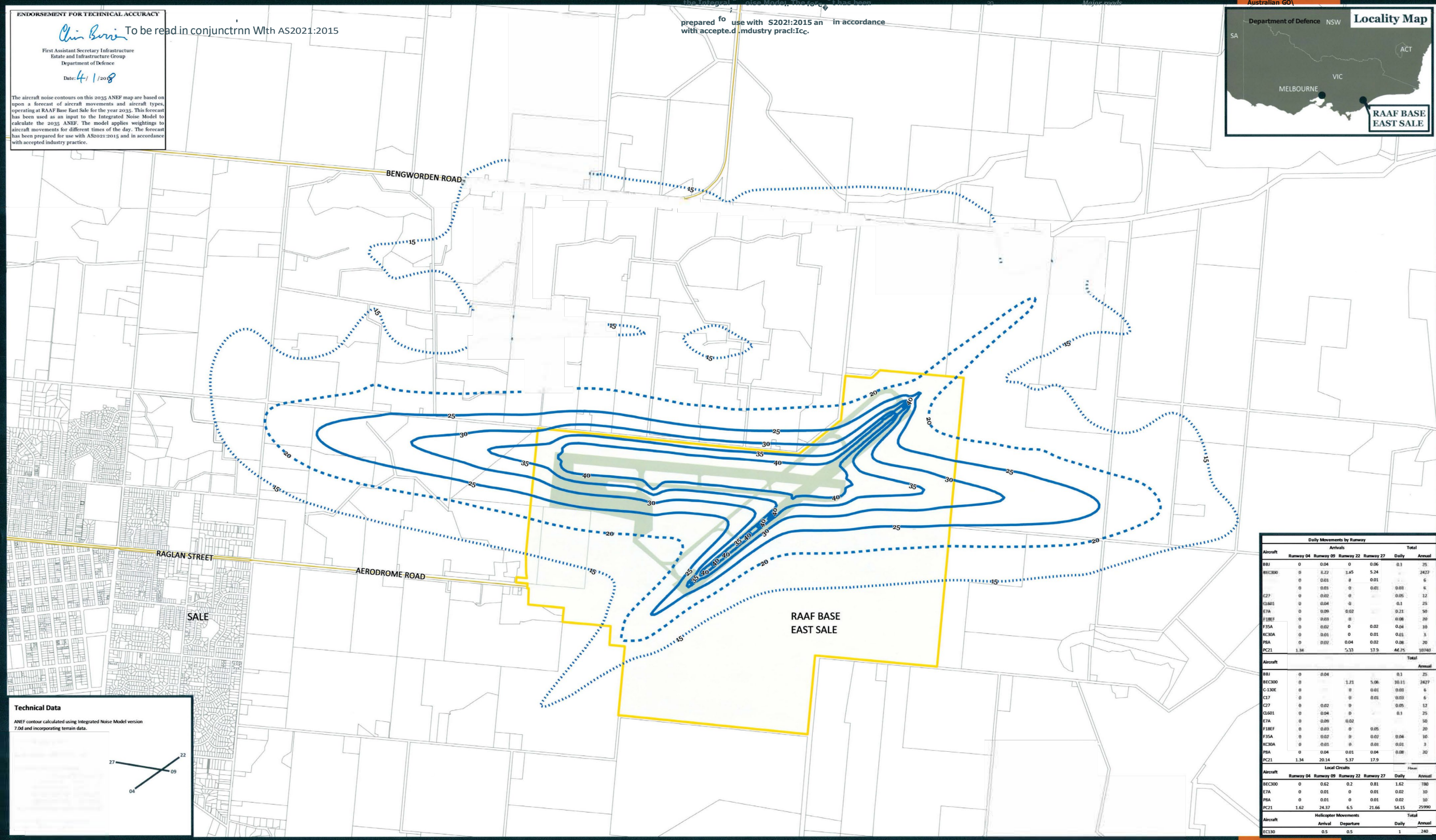
Chris Borin To be read in conjunction with AS2021:2015

First Assistant Secretary Infrastructure
Estate and Infrastructure Group
Department of Defence

Date: 4/1/2018

The aircraft noise contours on this 2035 ANEF map are based on a forecast of aircraft movements and aircraft types, operating at RAAF Base East Sale for the year 2035. This forecast has been used as an input to the Integrated Noise Model to calculate the 2035 ANEF. The model applies weightings to aircraft movements for different times of the day. The forecast has been prepared for use with AS2021:2015 and in accordance with accepted industry practice.

the year 2035. This forecast has been used as input to the Integrated Noise Model. The forecast has been prepared for use with AS2021:2015 and in accordance with accepted industry practice.



Daily Movements by Runway						
Aircraft	Arrivals				Daily	Annual
	Runway 04	Runway 09	Runway 22	Runway 27		
BBJ	0	0.04	0	0.06	0.1	25
BEC300	0	1.22	1.85	5.24	8.31	2427
C130E	0	0.01	0	0.01	0.02	6
C17	0	0.01	0	0.01	0.02	6
C27	0	0.02	0	0	0.02	12
CL601	0	0.04	0	0	0.04	25
E7A	0	0.09	0.02	0	0.11	50
F18E	0	0.03	0	0	0.03	20
F35A	0	0.02	0	0.02	0.04	10
RC30A	0	0.01	0	0.01	0.02	3
P8A	0	0.04	0.04	0.02	0.1	20
PC21	1.34	0	5.37	17.9	24.61	8940
Aircraft					Total	Annual
BBJ	0	0.04	0	0.06	0.1	25
BEC300	0	1.22	1.85	5.24	8.31	2427
C130E	0	0.01	0	0.01	0.02	6
C17	0	0.01	0	0.01	0.02	6
C27	0	0.02	0	0	0.02	12
CL601	0	0.04	0	0	0.04	25
E7A	0	0.09	0.02	0	0.11	50
F18E	0	0.03	0	0	0.03	20
F35A	0	0.02	0	0.02	0.04	10
RC30A	0	0.01	0	0.01	0.02	3
P8A	0	0.04	0.04	0.02	0.1	20
PC21	1.34	0	5.37	17.9	24.61	8940
Aircraft					Total	Annual
BBJ	0	0.04	0	0.06	0.1	25
BEC300	0	0.62	0.2	0.81	1.62	790
E7A	0	0.01	0	0.01	0.02	10
P8A	0	0.01	0	0.01	0.02	10
PC21	1.62	24.37	6.5	21.66	54.15	25990
Aircraft					Total	Annual
BEC300	0	0.62	0.2	0.81	1.62	790
E7A	0	0.01	0	0.01	0.02	10
P8A	0	0.01	0	0.01	0.02	10
PC21	1.62	24.37	6.5	21.66	54.15	25990

