

**Department of Defence
Annual Environmental Compliance Report
March 2021**

EPBC Act Approval 2010/5747
Flying Operations of the F-35A Lightning II

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Attachments

Attachment 1
Attachment 2

Document Version Control

Version	Date	Approved by	Details / Reason for Change
1	March 2021		Program updates included as part of 2021 compliance report

Declaration of Accuracy

In making this declaration, I am aware that sections 490 and 491 of the *Environment Protection and Biodiversity Conservation Act 1999* (Cth) (EPBC Act) make it an offence in certain circumstances to knowingly provide false or misleading information or documents. The offence is punishable on conviction by imprisonment or a fine, or both. I declare that all the information and documentation supporting this compliance report is true and correct in every particular. I am authorised to bind the approval holder to this declaration and that I have no knowledge of that authorisation being revoked at the time of making this declaration.

Signed **lloyd.woodford** Digitally signed by
lloyd.woodford
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Full name:	Lloyd Woodford
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Position:	Director, Environmental Planning Assessment and Compliance
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Organisation (please print including ABN/ACN if applicable):	Department of Defence
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Date:	March 2021
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1. Description of Activities

To conduct flying operations of the F-35A Lightning II aircraft at RAAF Base Williamtown and Salt Ash Air Weapons Range in New South Wales, RAAF Base Tindal in the Northern Territory and other secondary urban locations around Australia.

RAAF Bases Williamtown and Tindal will be the main operating bases (MOBs) at which the F-35A Lightning II will be permanently based. The F-35A Lightning II will deploy to five forward operating bases (FOBs), and use 14 Air Weapons Ranges (AWRs) and exercise areas located across Australia to conduct operations and training. The FOBs include the additional forward operating bases at RAAF Amberley, Edinburgh and Pearce. to the locations of the MOBs, FOBs and AWRs are shown in **Figure 1** of the Referral for the Flying Operations of the F-35A Joint Strike Fighter (EPBC Act 2010/5747) dated 19 November 2010.

This action was approved under the EPBC Act subject to conditions of approval issued by the (now) Department of the Agriculture, Water and the Environment (DAWE) on 10 July 2015. The Action commenced on 10 December 2018.

Condition 7 of the EPBC Act approval requires Defence to publish a report on its website within three months of every 12 month anniversary of the commencement of the action to address compliance with each of the conditions of the approval, including implementation of any management plans, reports and strategies as specified in the conditions.

2. Conditions of Approval

Table 1 – Compliance Table

Condition Number / Reference	Condition	Is the project compliant with this condition?	Evidence / Comments
1	Ensure, during the transition period, aircraft noise levels at sensitive receptors at RAAF Bases(s) do not exceed the F-35A Lightning II aircraft noise levels predicted in the Environmental Impact Statement. During the transition period monitoring must be undertaken, reported biennially to the Department, and, if noise levels exceed the F-35A Lightning II aircraft noise levels predicted in the Environmental Impact Statement, then corrective measures must be developed and implemented, until agreed in writing by the Minister.	Compliant	The action commenced on 10 December 2018 and the Transition Period is underway, with both the F-35A Lightning II and the F/A-18A/B Hornet operating. In accordance with the approved noise management plan: The noise test plan is documented in the RAAF Base Williamtown Base Aircraft Noise Management Plan (BANMP) and Transition Period monitoring is underway to inform the first biennial report covering the period 10 December 2018 to 9 December 2020 (inclusive). During the Transition Period, Defence is monitoring F-35A Lightning II noise levels to enable comparison with Environmental Impact Statement predictions. Noise monitoring will be conducted using the Defence Noise and Flight Path Monitoring System which has coverage across a wide area, including Salt Ash Air Weapons Range operations and a number of sensitive receiver sites. The first biennial noise report to assess and compare F-35A Lightning II noise levels with the Environmental Impact Statement predictions during the first two years of the Transition Period will be submitted in June 2021. In accordance with the RAAF Base Williamtown BANMP Defence will consider the results of the first biennial report in evaluating whether any corrective measures should be developed and implemented. This condition is also supported by actions taken to satisfy conditions 2, 3 and 4.

Condition Number / Reference	Condition	Is the project compliant with this condition?	Evidence / Comments
2	Implement the management and mitigation measures outlined at MO1 to M36 of Appendix M of the Environmental Impact Statement and at SO1 to SO8 of Annex A.	Compliant	The requirements identified in the management and mitigation measures outlined in MO1 to M36 of Appendix M of the Environmental Impact Statement (EIS) and at SO1 to SO8 of Annex of the EIS are being implemented on an ongoing basis (see itemised description at Attachment A). This condition is also supported by actions taken to satisfy conditions 1, 3 and 4.
3	Prepare and implement Aircraft Noise Management Plan(s), as described in the Aircraft Noise Management Strategy, at RAAF Base(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: - Comparison of actual flight activity of F-35A Lightning II aircraft with those predicted in the Environmental Impact Statement; - A review of existing noise management programmes; - 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: - An investigation of alternative noise measurement and analysis methods; - 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; - Comparison of actual measured F-35A Lightning II aircraft noise levels with those predicted in the Environmental Impact Statement; and - Biennial review of noise monitoring locations, unless agreed with the Minister. - 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. - Reporting, to ensure clear and timely public access to noise levels and flight activity monitoring data. This must include, but not be limited to: - Conducting a biennial evaluation of the effectiveness of flight activity monitoring and programmes at RAAF Bases(s) until agreed in writing by the Minister; - Annual publication on the Defence Aircraft Noise website of: - noise levels and flight activity monitoring data of the F-35A Lightning II aircraft; and - a comparison of actual noise levels and flight activity of the F-35A Lightning II with those	Compliant	The action commenced on 10 December 2018 and the Transition Period is underway, with both the F-35A Lightning II and the F/A-18A/B Hornet operating. The RAAF Base Williamtown Base Aircraft Noise Management Plan (BANMP) was approved by the Department of Environment and Energy (now Department of Agriculture, Water and the Environment (DAWE) Delegate on 3 December 2018. The RAAF Base Williamtown BANMP includes all elements of Condition 3 measures. BANMPs for other RAAF Bases are currently being prepared as part of the Air Force Aircraft Noise Management Strategy. Base Aircraft Noise Management Plans are being progressively prepared for RAAF Bases prior to F-35A exercises and operations in each location. These BANMPs will be submitted to the regulator once completed. These BANMPs will include measures to align with Condition 3. Activities undertaken to inform the BANMP, and with Condition 3 measures include: 3a: As documented in the approved RAAF Base Williamtown BANMP, the first biennial noise level report will include comparison with EIS predictions. 3b: A review of existing noise management programmes at RAAF Base Williamtown is to be conducted as part of the biennial review. 3c: As documented in the approved RAAF Base Williamtown BANMP, the first biennial noise level report will include monitoring data to validate predicted noise at sensitive receptors. 3d: As documented in the approved RAAF Base Williamtown BANMP, Defence will consider the results of the first biennial report in evaluating whether any corrective measures should be developed and implemented. In the event that results exceed EIS predictions additional noise and flight activity assessment will then take place to inform discussions with the regulator. 3e: The first biennial noise level period report will include sections covering: - evaluation of the effectiveness of flight activity monitoring and programmes at RAAF Base Williamtown; and - noise level and flight activity monitoring, including a comparison with EIS predictions. The first RAAF Base Williamtown BANMP review was conducted and updated on 6 December 2019. The RAAF Base WLM BANMP was reviewed and updated by 10 December 2020 and is available on the Defence website.

Condition Number / Reference	Condition	Is the project compliant with this condition?	Evidence / Comments
	predicted in the Environmental Impact Statement. This must include, but not be limited to: a) noise management measures; b) days and hours of operation; c) flight paths used to reduce noise; and d) frequency and type of activities that occur at Salt Ash Weapons Range. 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. f. Consultation activities, to ensure adequate communication with stakeholders, including local residents and relevant authorities. Consultation activities must include, but not be limited to: 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, but not limited to: i. days and hours of operation; ii. flight paths; and iii. higher noise events. iii. continued participation at community forums; and 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. 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. 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.		3f: Defence has prepared a Community Engagement and Information Provision Plan (CEIP) for RAAF Base Williamtown. The CEIP was promulgated on 9 December 2018 and was reviewed by the Williamtown Advisory Group in October 2019, and October 2020. The CEIP was uploaded to the Defence website by 10 December 2020. As documented in the CEIP, Defence regularly engages with communities on communication arrangements, including clear and timely notification regarding varied flight activity. Further detail on consultation activities is available in Attachment B. 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. 3g: Defence maintains a robust complaint handling system under Enclosure 1 of the RAAF Base Williamtown BANMP. Complaints are recorded as advised in the RAAF Base Williamtown BANMP and in accordance with the Aircraft Noise Management Strategy. The RAAF Base Williamtown Base Aircraft Noise Management Plan (BANMP) was approved by the Department of Environment and Energy (now Department of Agriculture, Water and the Environment (DAWE)) Delegate on 3 December 2018. This condition is also supported by actions taken to satisfy conditions 1, 2 and 4.
4	Prepare and implement a Fauna Management Plan. This plan must include, but not be limited to: a. Establishing a baseline measurement of noise levels at environmentally sensitive locations prior to the flying operations of the F-35A Lightning II aircraft; b. Measurement of noise levels at environmentally sensitive locations during the flying operations of the F-35A Lightning II aircraft; c. If measured F-35A Lightning II aircraft noise levels exceed the baseline measurement of noise levels at environmentally sensitive locations prior to the flying operations of the F-35A Lightning II aircraft, then corrective measures must be developed and implemented until an appropriate assessment of noise impacts is	Compliant	The Fauna Management Plan (FMP) was approved by the DAWE Delegate on 10 March 2016 and includes all elements of Condition 4 measures. Activities undertaken to implement the FMP in conformance with Condition 4 include: 4a: Baseline measurement of noise levels at environmentally sensitive locations was completed prior to the flying operations of the F-35A Lightning II. Locations were selected in accordance with FMP siting requirements. The baseline measurement of noise levels was conducted during from 2 November 2018 to 23 January 2019. The baseline noise level and fauna observation report was completed in March 2019 and submitted to DAWE on 19 April 2019. 4b: Transition Period measurements of noise levels at environmentally sensitive locations were

Condition Number / Reference	Condition	Is the project compliant with this condition?	Evidence / Comments
	reached, as agreed with the Minister; and d. Reporting the results of noise level measurements to ensure data is publically available. 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.		undertaken during September to November 2019. The F-35A Aircraft Noise Effects on Fauna – Impact Assessment Results Report is available on the Defence website. 4c: As documented in the Fauna Management Plan, the Transition Period report will assess whether F-35A Lightning II noise levels exceed the baseline measurements. Defence will consider the results of this assessment in evaluating whether any corrective measures must be developed and implemented. 4d: Defence published the Fauna Management Plan to the Defence website in March 2018. The F-35A Noise effects on fauna – Baseline Report April 2019 was published on 5 March 2020. The F-35A Noise Effects on Fauna – Impact Assessment Results report was published on 6 March 2020. The Fauna Management Plan (FMP) was approved by the DAWE Delegate on 10 March 2016.
Administrative conditions			
5	Within 10 days after the commencement of the action, the person taking the action must advise the Department in writing of the actual date of commencement.	Compliant	Commencement of the action occurred on 10 December 2018. On 14 December 2018 DAWE Acknowledged receipt of notification that the action commenced.
6	The person taking the action must maintain accurate records substantiating all activities associated with or relevant to the conditions of approval, including measures taken to implement the management plans, reports and strategies required by this approval, and make them available upon request to the Department. Such records may be subject to audit by the Department or an independent auditor in accordance with section 458 of the EPBC Act, or used to verify compliance with the conditions of approval. Summaries of audits will be posted on the Department's website. The results of audits may also be publicised through the general media.	Compliant	Records are maintained in accordance with Commonwealth record keeping policy using the Defence information management system.
7	With three months of every 12 month anniversary of the commencement of the action, the person taking the action must publish a report on its website addressing compliance with each of the conditions of this approval, including implementation of any management plans, reports and strategies as specified in the conditions. Documentary evidence providing proof of the date of publication and non-compliance with any of the conditions of this approval must be provided to the Department at the same time as the compliance report is published. The person taking the action must continue to publish the annual report until such time is agreed in writing by the Minister.	Compliant	Commencement of the action occurred on 10 December 2019. This first annual compliance report covers the period 10 December 2018 to 9 December 2019. The second annual compliance report covers the period 10 December 2019 to 10 December 2020.
8	Upon the direction of the Minister, the person taking the action must ensure that an independent audit of compliance with the conditions of approval is conducted and a report submitted to the Minister. The audit must not commence unless independent auditor must be approved by the Minister prior to the commencement of the audit. Audit criteria must be agreed to by the Minister and the audit	Not applicable	To date, no requests for an audit have been received.

Condition Number / Reference	Condition	Is the project compliant with this condition?	Evidence / Comments
	report must address the criteria to the satisfaction of the Minister.		
9	The approval holder may choose to revise a management plan approved by the Minister under conditions 3 and 4 without submitting it for approval under section 143A of the EPBC Act, if the taking of the action in accordance with the revised plan would not be likely to have a new or increased impact. If the approval holder makes this choice they must: - notify the Department in writing that the approved plan has been revised and provide the Department with an electronic copy of the revised plan; - implement the revised plan from the date that the plan is submitted to the Department; and - for the life of this approval, maintain a record of the reasons the approval holder considers that taking the action in accordance with the revised plan would not be likely to have a new or increased impact.	Compliant.	Following annual review in accordance with Condition 3 the RAAF Base Williamtown BANMP was updated on 6 December 2019.
10	The approval holder may revoke their choice under condition 9 at any time by notice to the Department. If the approval holder revokes the choice to implement a revised plan, without approval under section 143A of the Act, the plan approved by the Minister must be implemented.	Not applicable	Noted.
11	If the Minister gives a notice to the approval holder that the Minister is satisfied that the taking of the action in accordance with the revised plan would be likely to have a new or increased impact, then: - Condition 9 does not apply, or ceases to apply, in relation to the revised plan; and - The approval holder must implement the plan approved by the Minister. To avoid any doubt, this condition does not affect any operation of conditions 9 and 10 in the period before the day the notice is given. At the time of giving the notice the Minister may also notify that for a specified period of time that condition 9 does not apply for one or more specified plans required under the approval.	Not applicable	Noted.
12	Conditions 9, 10 and 11 are not intended to limit the operation of section 143A of the Act which allows the approval holder to submit a revised management plan to the Minister for approval.	Not applicable	Noted.
13	If, at any time after ten years from the date of this approval, the person taking the action has not substantially commenced the action, then the person taking the action must not substantially commence the action without the written agreement of the Minister.	Compliant	Commencement of the action occurred on 10 December 2018.
14	Unless otherwise agreed to in writing by the Minister, the person taking the action must publish all management plans, reports or strategies referred to in these conditions of approval on their website. Each management plan or report must be published on the	Compliant	The following management plans and reports have been published to the Defence website within the specified timeframe: • RAAF Base Williamtown Base Aircraft Noise Management Plan 2018. • RAAF Base Williamtown Base Aircraft Noise Management Plan Update 2019.

Condition Number / Reference	Condition	Is the project compliant with this condition?	Evidence / Comments
	website within one (1) month of being approved.		The following management plans and reports were not published to the Defence website within the specified timeframe: • Fauna Management Plan 2016 published 26 March 2018. • Fauna Management Baseline report published 5 March 2020. All management plans and reports listed above are now available on the Defence website.
15	Unless otherwise agreed to in writing by the Minister, the person taking the action must provide a copy of each approved management plan or report referred to in these conditions of approval to members of the public upon request. Copies must be provided within a reasonable time of the request.	Compliant	Defence has made copies of each management plan and report to date available for download from the Defence website and to members of the public on request.

3. Correcting Non-Compliances

Table 2 – Corrective Actions

Details of Non-Compliance	Corrective Action	Effectiveness

4. New Environmental Risks

There were no new environmental risks observed for the approved action.

EPBC 2010/5747 Flying Operations of the F-35A Lightning II
Compliance with Condition 2 - implementation of noise management and mitigation measures

	Criterion #	Indicator #	Indicator	Response
	2-M01		Schedule operations on weekdays, where possible (training flights on weekends and public holidays will not generally occur). [WLM, TDL, DAR, TVL]	Condition met through application of RAAF Base Williamtown Aircraft Noise Management Plan (BANMP). Subsequent Base NMPs will be developed prior to F-35A operations at those locations.
	2-M02		Schedule the majority of aircraft movements generally between 7.00 a.m. and 10.00 p.m. (11.00 p.m. during daylight saving). [WLM]	Condition met through application of RAAF Base Williamtown Aircraft Noise Management Plan (BANMP). Subsequent Base NMPs will be developed prior to F-35A operations at those locations.
	2-M03		Comply with flight path requirements as specified in the Defence policies. [WLM, TDL, DAR, TVL]	Condition met through application of RAAF Base Williamtown Aircraft Noise Management Plan (BANMP). Subsequent Base NMPs will be developed prior to F-35A operations at those locations.
	2-M04		Follow the Air Combat Group Fly Neighbourly Policy guidelines where training and operational requirements and flight safety circumstances allow. [WLM, TDL, DAR, TVL]	Condition met through application of RAAF Base Williamtown Aircraft Noise Management Plan (BANMP). Subsequent Base NMPs will be developed in accordance with the Air Force Noise Management Strategy prior to F-35A operations at those locations. ACG will apply principles of the ACG Fly Neighbourly Policy at these locations.
	2-M05		Limit night flying at SAAWR to the minimum required to achieve operational and training targets. [WLM]	Condition met through application of RAAF Base Williamtown Aircraft Noise Management Plan (BANMP).
	2-M06		Comply with noise complaint handling procedures as specified in Defence instructions. [WLM, TDL, DAR, TVL]	Condition met through application of RAAF Base Williamtown Aircraft Noise Management Plan (BANMP). Subsequent Base NMPs will be developed prior to F-35A operations at those locations.
	2-M07		Adopt a 60% thrust setting during climb, as a standard procedure where training and operational requirements and flight safety circumstances allow. [WLM, TDL, DAR, TVL]	In preparation for the commencement of F-35A operations at Williamtown, Air Force adopted a 60% Engine thrust required (ETR) setting as a planned standard procedure, as documented in the approved RAAF Base Williamtown Base Aircraft Noise Management Plan of December 2018. In early 2019, shortly after commencement of the first F-35A operations at Williamtown, it became clear that the F-35A cannot safely depart the airfield at 60% ETR setting. In late 2019, after 10 months of trialing various departure profiles, Air Force concluded that flight safety is compromised and a safe departure profile cannot be achieved at 60% ETR setting. Throughout the 2020-2021 transition period, Air Force continue to trial F-35A departure profiles aiming to develop suitable profiles to minimise the impacts of aircraft noise, whilst ensuring training requirements, operational requirements and safe operations of the aircraft are achieved. The first biennial noise report is due in Jun 2021 as per the approved Williamtown Base Aircraft Noise Management Plan. The first biennial noise report will assess the implications of the trials, including comparison with EIS predictions, and will inform any corrective measures developed and implemented in accordance with Condition 1 and Condition 3 of the F-35A approval. Defence will continue to engage with local communities on these matters.
	2-M08		Limit afterburner take-offs to only those that are required for training, operational and safety reasons. [WLM, TDL, DAR, TVL]	In accordance with Noise Test Plan requirements under condition 3 of the F-35A approval, Air Force continues to trial departure profiles as a mechanism to minimise noise exposure within safety and operational requirements of the aircraft. Condition 3 will be met through application of the RAAF Base Williamtown Aircraft Noise Management Plan (BANMP) 2021. Subsequent Base NMPs will be developed prior to F-35A operations at those locations.
	2-M09		Implement and maintain an airfield emergency plan. [WLM, TDL, DAR, TVL]	Condition met through Aerodrome Emergency Plans implemented to fulfil Defence Aviation Safety Manual requirements.
	2-M10		Maintain emergency base response kit. [WLM, TDL, DAR, TVL]	Condition met through Aerodrome Emergency Plans implemented to fulfil Defence Aviation Safety Manual requirements.
	2-M11		Provide periodic training in support of the airfield emergency plan. [WLM, TDL, DAR, TVL]	Condition met through Aerodrome Emergency Plans implemented to fulfil Defence Aviation Safety Manual requirements.

	2-M12	Maintain an emergency operations centre for use as required. [WLM, TDL, DAR, TVL]	Condition met through Aerodrome Emergency Plans implemented to fulfil Defence Aviation Safety Manual requirements.
	2-M13	Maintain aircraft accident emergency response teams. [WLM, TDL, DAR, TVL]	Condition met through Aerodrome Emergency Plans implemented to fulfil Defence Aviation Safety Manual requirements.
	2-M14	Maintain command and control interface with civil authorities during incidents. [WLM, TDL, DAR, TVL]	Condition met through Aerodrome Emergency Plans implemented to fulfil Defence Aviation Safety Manual requirements.
	2-M15	Manage incidents through command and control interface. [WLM, TDL, DAR, TVL]	Condition met through Aerodrome Emergency Plans implemented to fulfil Defence Aviation Safety Manual requirements.
	2-M16	Conduct periodic crash training exercises with Defence and civil authorities to practice and test command and control procedures. [WLM, TDL, DAR, TVL]	Condition met through Aerodrome Emergency Plans implemented to fulfil Defence Aviation Safety Manual requirements.
	2-M17	Modify habitat and attractants on or in the vicinity of the base to reduce nesting and roosting of bird species at high risk of bird strike. [WLM, TDL, DAR, TVL]	Condition met through implementation of Wildlife Hazard Management Plans prepared with reference to the Civil Aviation Safety Regulation (CASR) – Manual of Standards (MOS) Part 139 – Aerodromes Section 10.14; Bird and Animal Hazard Management, Defence Safety Manual, National Parks and Wildlife Act No. 80 (1972) and supporting documentation.
	2-M18	Modify wildlife behaviour through dispersal, harassment and other means of behaviour disruption to prevent roosting of bird species near runways. [WLM, TDL, DAR, TVL]	Condition met through implementation of Wildlife Hazard Management Plans prepared with reference to the Civil Aviation Safety Regulation (CASR) – Manual of Standards (MOS) Part 139 – Aerodromes Section 10.14; Bird and Animal Hazard Management, Defence Safety Manual, National Parks and Wildlife Act No. 80 (1972) and supporting documentation.
	2-M19	Reduce or otherwise alter water catchments and areas that pond on-base to minimise roosting of birds. [WLM, TDL, DAR, TVL]	Condition met through implementation of Wildlife Hazard Management Plans prepared with reference to the Civil Aviation Safety Regulation (CASR) – Manual of Standards (MOS) Part 139 – Aerodromes Section 10.14; Bird and Animal Hazard Management, Defence Safety Manual, National Parks and Wildlife Act No. 80 (1972) and supporting documentation.
	2-M20	Maintain grass height on-base to deter foraging and nesting around runways. [WLM, TDL, DAR, TVL]	Condition met through implementation of Wildlife Hazard Management Plans prepared with reference to the Civil Aviation Safety Regulation (CASR) – Manual of Standards (MOS) Part 139 – Aerodromes Section 10.14; Bird and Animal Hazard Management, Defence Safety Manual, National Parks and Wildlife Act No. 80 (1972) and supporting documentation.
	2-M21	Disperse birds from runway areas through harassment and annoyance routines. [WLM, TDL, DAR, TVL]	Condition met through implementation of Wildlife Hazard Management Plans prepared with reference to the Civil Aviation Safety Regulation (CASR) – Manual of Standards (MOS) Part 139 – Aerodromes Section 10.14; Bird and Animal Hazard Management, Defence Safety Manual, National Parks and Wildlife Act No. 80 (1972) and supporting documentation.
	2-M22	Monitor and document bird and bat movements, behaviour, dispersal techniques and strikes to measure the impacts and performance of mitigation measures. [WLM, TDL, DAR, TVL]	Condition met through implementation of Wildlife Hazard Management Plans prepared with reference to the Civil Aviation Safety Regulation (CASR) – Manual of Standards (MOS) Part 139 – Aerodromes Section 10.14; Bird and Animal Hazard Management, Defence Safety Manual, National Parks and Wildlife Act No. 80 (1972) and supporting documentation.
	2-M23	Minimise bird nesting, roosting and habitat areas of high-risk bird species in accordance with the Bird and Wildlife Operational Management Plan. [WLM]	Condition met through implementation of Wildlife Hazard Management Plans prepared with reference to the Civil Aviation Safety Regulation (CASR) – Manual of Standards (MOS) Part 139 – Aerodromes Section 10.14; Bird and Animal Hazard Management, Defence Safety Manual, National Parks and Wildlife Act No. 80 (1972) and supporting documentation.
	2-M24	Minimise available food sources and foraging opportunities for birds and wildlife on base in accordance with the Bird and Wildlife Operational Management Plan and Airfield Fauna Hazard Reduction Strategy. [WLM]	Condition met through implementation of Wildlife Hazard Management Plans prepared with reference to the Civil Aviation Safety Regulation (CASR) – Manual of Standards (MOS) Part 139 – Aerodromes Section 10.14; Bird and Animal Hazard Management, Defence Safety Manual, National Parks and Wildlife Act No. 80 (1972) and supporting documentation.

	2-M25	Minimise available food sources and foraging opportunities for birds and wildlife on base in accordance with the Wallaby and Wildlife Management Plan. [TDL]	Condition met through implementation of Wildlife Hazard Management Plans prepared with reference to the Civil Aviation Safety Regulation (CASR) – Manual of Standards (MOS) Part 139 – Aerodromes Section 10.14; Bird and Animal Hazard Management, Defence Safety Manual, National Parks and Wildlife Act No. 80 (1972) and supporting documentation.
	2-M26	Conduct controlled burning at the beginning of the dry season to clear grassland to discourage black kites from foraging on the airfield. [TDL]	Condition met through implementation of Wildlife Hazard Management Plans prepared with reference to the Civil Aviation Safety Regulation (CASR) – Manual of Standards (MOS) Part 139 – Aerodromes Section 10.14; Bird and Animal Hazard Management, Defence Safety Manual, National Parks and Wildlife Act No. 80 (1972) and supporting documentation.
	2-M27	Prune and clear flying fox roost trees and replace with trees and shrubs in accordance with the Flying Fox Management Plan and Vegetation Replacement Management Plan. [TDL]	Condition met through implementation of Wildlife Hazard Management Plans prepared with reference to the Civil Aviation Safety Regulation (CASR) – Manual of Standards (MOS) Part 139 – Aerodromes Section 10.14; Bird and Animal Hazard Management, Defence Safety Manual, National Parks and Wildlife Act No. 80 (1972) and supporting documentation.
	2-M28	Minimise available food sources and foraging opportunities for birds and wildlife on base in accordance with the Wildlife Hazard Management Plan. [TVL]	Condition met through implementation of Wildlife Hazard Management Plans prepared with reference to the Civil Aviation Safety Regulation (CASR) – Manual of Standards (MOS) Part 139 – Aerodromes Section 10.14; Bird and Animal Hazard Management, Defence Safety Manual, National Parks and Wildlife Act No. 80 (1972) and supporting documentation.
	2-M29	Minimise available food sources and foraging opportunities for birds and wildlife on base in accordance with the Bird and Animal Hazard Management System. [DAR]	Condition met through implementation of Wildlife Hazard Management Plans prepared with reference to the Civil Aviation Safety Regulation (CASR) – Manual of Standards (MOS) Part 139 – Aerodromes Section 10.14; Bird and Animal Hazard Management, Defence Safety Manual, National Parks and Wildlife Act No. 80 (1972) and supporting documentation.
	2-M30	Abide by the no-fly zone over Cabbage Tree Island and Boondelbah Island during Gould's petrel breeding season. Under the no fly zone, F-35A aircraft will have altered flight paths to avoid flying close to, or above the islands. [WLM]	A Hazard and Noise Database "no fly" zones over Cabbage Tree Island and Boondelbah Island within one nautical mile horizontal and 2000ft vertical noise avoid over the islands The HAND informs aircraft navigation systems.
	2-M31	Maintain habitat and infrastructure on the base to discourage the proliferation of fauna, including conservation significant species, in accordance with the Bird and Wildlife Operational Management Plan (Avisure, 2009). [WLM]	Condition met through implementation of Wildlife Hazard Management Plans prepared with reference to the Civil Aviation Safety Regulation (CASR) – Manual of Standards (MOS) Part 139 – Aerodromes Section 10.14; Bird and Animal Hazard Management, Defence Safety Manual, National Parks and Wildlife Act No. 80 (1972) and supporting documentation.
	2-M32	Maintain habitat and infrastructure on the base to discourage the proliferation of fauna, including conservation significant species, in accordance with the Wallaby and Wildlife Management Plan produced by HLA Envirosciences, 2007 and the Flying Fox Management Plan (Defence, 2012). [TDL]	Condition met through implementation of Wildlife Hazard Management Plans prepared with reference to the Civil Aviation Safety Regulation (CASR) – Manual of Standards (MOS) Part 139 – Aerodromes Section 10.14; Bird and Animal Hazard Management, Defence Safety Manual, National Parks and Wildlife Act No. 80 (1972) and supporting documentation.
	2-M33	Maintain habitat and infrastructure on the base to discourage the proliferation of fauna, including conservation significance species, in accordance with the Wildlife Hazard Management Plan produced by Townsville Airport, 2013. [TVL]	Condition met through implementation of Wildlife Hazard Management Plans prepared with reference to the Civil Aviation Safety Regulation (CASR) – Manual of Standards (MOS) Part 139 – Aerodromes Section 10.14; Bird and Animal Hazard Management, Defence Safety Manual, National Parks and Wildlife Act No. 80 (1972) and supporting documentation.
	2-M34	Maintain habitat and infrastructure on the base to discourage the proliferation of fauna, including conservation significance species, in accordance with the Bird and Animal Hazard Management System produced by Darwin International Airport (2011). [DAR]	Condition met through implementation of Wildlife Hazard Management Plans prepared with reference to the Civil Aviation Safety Regulation (CASR) – Manual of Standards (MOS) Part 139 – Aerodromes Section 10.14; Bird and Animal Hazard Management, Defence Safety Manual, National Parks and Wildlife Act No. 80 (1972) and supporting documentation.
	2-M35	Liaise with relevant land use planning agencies and authorities in the areas in which the F-35A aircraft operates. [WLM, TDL, TVL, DAR]	Defence maintains a Directorate tasked with providing input to planning schemes and responds to development applications Australia-wide, including in the areas in which the F-35A aircraft operates.

	2-M36		Consult with key stakeholders regarding flying operations, compliance with approved flight paths and operational controls, and future plans. [WLM, TDL, TVL, DAR]	Defence continues to consult stakeholders regarding flying operations, compliance with approved flight paths and operational controls, and future plans, including: Williamstown Advisory Group (2 meetings each year), DIA Community Consultation Group (3 meetings each year), Amberley Consultative Group (up to 5 meetings each year), Townsville Community Aviation Consultation Group.
	2-S01		Implement an Aircraft Noise Management System that will require each RAAF Base or Force Element Group to develop an aircraft noise management plan.	Condition met through application of RAAF Base Williamstown Aircraft Noise Management Plan (BANMP) 2018. Subsequent Base NMPs will be developed prior to F35A operations at those locations.
	2-S02		Maintain a Memorandum of Understanding with the Aircraft Noise Ombudsman to independently review F-35A aircraft noise management and complaint handling.	Defence agreed an MOU with the ANO in January 2015. The MOU remains current.
	2-S03		Introduce new noise abatement procedures for RAAF Base Williamstown in October 2014.	Noise abatement procedures were implemented at RAAF Base Williamstown in October 2014.
	2-S04		Conduct additional noise assessments at child care centres on RAAF Base Williamstown, RAAF Base Darwin, and RAAF Base Amberley.	Noise testing at childcare centres at RAAF Bases Amberley, Darwin and Williamstown took place in late August 2015. In September 2015 Defence advised parents that the initial results of noise testing research had not alleviated concerns. Given the assessed health and safety risk to children, Defence took steps to close affected centres. All three childcare centres have now been closed.
	2-S05		Investigate engineering options that would provide practical solutions to reduce the exposure of children on RAAF bases to aircraft noise.	Defence investigated engineering options for practical solutions to reduce the exposure of children on RAAF Bases to aircraft noise in January 2015.
	2-S06		Provide updated noise information for the F-35A aircraft as it becomes available, particularly information on the noise from cannons.	Noise information for the F-35A has been made available via the Environmental Impact Statement. Defence has not received any additional information about noise from the cannon.
	2-S07		Continue publication of noise and flight path monitoring data for RAAF Base Williamstown, RAAF Base Darwin, and RAAF Base Townsville on the Defence Aircraft Noise website.	Defence continues to publish noise and flight path monitoring data for RAAF Base Williamstown and RAAF Base Townsville. There is no noise monitoring system at RAAF Base Darwin.
	2-S08		Maintain and continue to participate in forums for community consultation such as the Williamstown Advisory Group and the Darwin International Airport Community Consultation Group	Defence continues to participate in a number of forums for community consultation, include the Williamstown Advisory Group and the Darwin International Airport Community Consultation Group. Senior Australian Defence Force Officers continue to organise and/or attend forums.

**EPBC 2010/5747 Flying Operations of the F-35A Lightning II
Compliance with Conditions 3f & 3g - consultation and notices**

Defence continues to consult stakeholders regarding F-35A flying operations, in compliance with approved flight paths and operational controls, and future plans, including: Williamstown Advisory Group (2 meetings each year), Darwin International Airport Community Consultation Group (3 meetings each year), Amberley Consultative Group (up to 5 meetings each year), and Townsville Community Aviation Consultation Group meetings each year.

Air Force provides social media posts associated with all exercises and flying activities as well as posting flying activities on the Air Force Flying Operations page at <https://www.airforce.gov.au/operations/flying-operations/flying-activity>.

Flying notifications are also issued on a regular basis to local, state and federal government representatives, Williamstown Advisory Group members, and local residents who live in close proximity to the Williamstown RAAF Base in order to notify proposed non-routine flying activity, or specific announcements such as low passes over the Base.

Public notices		
Notice	Date	Topic
Media Alert	Jan; Feb; May; Aug 2020	F-35A RAAF Base Richmond diverts advisory
Media Alert	Jan 20	F-35A Low flying advisory – Western LOFA
Media Release	Jan 20	F-35A Low flying advisory – Western LOFA
Media Release	Apr 20	F-35A Operations - Great Lakes
Media Release	May 20	F-35A low pass RAAF Base Wagga
Media Release	Jun 20	F-35A Low flying advisory – Eastern LOFA
Media Release	Aug 20	F-35A Exercise Lightning Storm
Media Alert	Aug 20	F-35A Low pass – RAAF Base WLM
Media Release	Oct 20	Mid-North Coast NSW – Flying Operations advisory
Media Release	Oct-Nov 20	Evans Head Air Weapons Range – community engagement; media; release; public notifications
Media Release	Dec 20	F-35A Low Flying – Central west NSW advisory
Media Release	Dec 20	Exercise Lightning Storm – Operations advisory

Consultation Forums	
Forum	Meeting Dates
Williamstown Advisory Group	3 Sep 2020 2 nd meeting not held due to COVID 19 restrictions
Evans Head Community Advisory Panel – CDR ACG hosted meeting to outline F-35A operations	4 August 2020
Darwin International Airport Community Consultation Group	3 times each year
Amberley Community Consultation Forum	up to 5 each year
Townsville Consultation Forum	Advised by Base - 3 meetings a year No dates and no minutes published online.