



Australian Government

Defence

EPBC Number 2010/5747 Flying Operations of the F-35A Joint Strike Fighter

Annual Compliance Report 2025



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- A.** Management and mitigation measures as per condition 2.
- B.** Consultation and notices as per condition 3(f).

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

Full name:	Helen O'Shaughnessy for Berlinda Bowler
Position (please print)	Director Environmental Planning, Assessment and Compliance
Organisation (please print including ABN/ACN if applicable)	Department of Defence ABN: 68 706 814 312

1. Description of Activities

The approval pertains to the conduct of 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 RAAF Base Tindal are the main operating bases (MOB) where the F-35A Lightning II fleet is based. The F-35A Lightning II fleet deploys periodically to five forward operating bases (FOB), fourteen Air Weapons Ranges (AWR) and exercise areas located across Australia to conduct training and operations. These includes the FOB at RAAF Bases Darwin, Townsville, Amberley, Edinburgh and Pearce. The locations of the MOB, FOB and AWR are detailed in Figure 1 of the Referral for the Flying Operations of the F-35A Joint Strike Fighter (EPBC Number 2010/5747), dated 19 November 2010.

The action was approved under the EPBC Act, subject to conditions of approval issued by the (now) Department of the Climate Change, Energy, the Environment and Water (DCCEE) on 10 July 2015. The action commenced on 10 December 2018.

Condition 7 of the EPBC Act approval requires Defence to provide to DCCEE and 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 approval conditions. This includes implementation of required management plans, reports and strategies as specified in the conditions. This is the sixth annual compliance report.

The EPBC Act approval expires on 1 June 2065.

2. Conditions of Approval

Table 1 – Compliance Table

Condition Number	Condition	Is the project compliant with this condition?	Evidence Comment
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 from F/A-18 A/B Classic Hornets to F-35A Lightning II was complete in December 2024. Throughout 2024, F-35A Lightning II aircraft operated predominantly from the main operating bases at RAAF Base Williamtown and RAAF Base Tindal. F-35A aircraft were deployed to RAAF bases Townsville, Darwin and Amberley periodically for exercise deployments. In accordance with the approved RAAF Base Williamtown Base Aircraft Noise Management Plan (BANMP) and F-35A Noise and Flight Activity Verification Program (NFAVP), the following has occurred: During the transition period from F/A-18A/B Classic Hornets to F-35A Lightning II aircraft, from 2018 to 2022, the F-35A NFAVP monitored and assessed aircraft noise levels. Defence validated the Environmental Impact Statement (EIS) predicted noise and flight activity levels against actual F-35A flight data using the Defence Noise and Flight Path Monitoring System (NFPMS) as F-35A aircraft numbers continued to build. The noise monitoring system has coverage across a wide area near RAAF Base Williamtown including Salt Ash Air Weapons Range operations and a number of sensitive receiver sites. There is a requirement to produce an annual compliance report (this report) and two biennial reports to comply with the approval conditions for the flying operations of the F-35A Lightning II. The first two reports assessed and compared actual F-35A Lightning II noise levels with predictions in the Environmental Impact Statement (EIS) (among other elements of the approval conditions). These reports were drafted based on results of the first two years of the transition period being December 2018 to December 2020, inclusive. The F-35A Biennial Reporting - Noise and Flight Path Monitoring System Review (Dec 2018-Dec 2020) report addresses <i>Condition 1, Condition 3, 3.b., 3.c.i.; 3.c.ii.; 3.c.iii.; 3.c.iv.; 3.e.i.; 3.f.; 3.f.iv.</i> The second report Noise and Flight Path Activity (January 2021 – December 2022) was

Condition Number	Condition	Is the project compliant with this condition?	Evidence Comment
			produced and submitted to DCCEEW in July 2023. The second Noise and Flight Path Activity January 2021 - December 2022 report addresses <i>Condition 1; Condition 3.a.; 3.c., 3.e.ii; 3.ii.i; 3.e.ii.ii; 3.e.ii.ii.a); b.)c); d)</i> of the approval decision. Please refer to Flying operations of F-35A aircraft About Defence to view those reports. The F-35A Noise and Flight Path Activity January 2021 - December 2022 report identified flying operations and noise level changes associated with the F-35A aircraft were generally consistent with the predictions in the EIS. The approval condition relating to thrust settings at take-off (M07) is unable to be complied with for safety reasons. In this instance, predictive modelling of take-off conditions used in the EIS were not replicated in actual flying operations and higher thrust settings must be used. As a result of the requirement for higher departure thrust settings, higher than predicted noise levels are associated with these operations in close proximity to the Base. Air Combat Group (ACG) trialled alternative departure procedures at RAAF Base Williamtown from mid-2019. The aim of the trials was to identify procedures that do not compromise the safe operation of the F-35A aircraft, the safety of the public and aircrew, and minimise noise at sensitive receivers, while still achieving training and operational requirements. Noise monitoring as reported in the Noise and Flight Path Activity 2021/22 Report, indicated flying operations and noise levels associated with the F-35A aircraft are generally consistent with the findings of the EIS. However there were some instances of higher measured noise levels around RAAF Base Williamtown, summarised as follows: - At locations around Raymond Terrace, F-35A aircraft noise levels were higher in 2021-22 than the EIS predictions. However, they were lower than the previous biennial report period (2019-20), demonstrating that changes to the departure profiles aimed at increasing the altitude of departing aircraft were successful. This activity has resulted in noise levels that are comparable to previous measured F/A-18A/B Hornet noise levels. - In areas east of the base, F-35A aircraft arrival noise levels were higher than the EIS predictions. This finding was also a feature of the previous biennial report period (2019-20). F/A-18A/B Hornet measured noise levels were also higher than EIS predictions. Accordingly, this can be attributed to a systematic

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			difference between the way arrivals occur in practice and the modelling of these procedures in the EIS. It should be noted that the number of aircraft arrivals in these areas is relatively low. In accordance with the RAAF Base Williamtown BANMP, Defence bedded down the corrective measures in 2022-23. Standard operating procedures were finalised during 2024. Air Force took delivery of all 72 aircraft in December 2024. Please see Air bases About Defence, go to Williamtown, or other relevant bases such as Tindal, Darwin, Townsville and Amberley. Compliance with this condition is supported by actions taken to satisfy conditions 2, 3 and 4.
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). Compliance with this condition is 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), 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: a) Comparison of actual flight activity of F-35A Lightning II aircraft with those predicted in the Environmental Impact Statement; b) A review of existing noise management programmes; c) Monitoring, to validate predicted noise impacts to sensitive receptors at RAAF Base Williamtown (including Salt Ash Air Weapons Range), RAAF	Compliant	The action commenced on 10 December 2018. The RAAF Base Williamtown BANMP was approved by the then Department of Environment and Energy delegate on 3 December 2018. The RAAF Base Williamtown BANMP includes relevant elements of Condition 3 with the biennial reporting covering off on remaining elements as noted below. BANMPs for other RAAF Bases were prepared as part of the Air Force Aircraft Noise Management Strategy and progressively uploaded to the Defence Noise website during 2021. BANMPs were prepared for RAAF bases prior to F-35A exercises and operations in each location. The documents were submitted to DCCEEW on completion. The BANMPs are reviewed annually, or as required, by the Senior Australian Defence Force Officer at each base and can be located on the Defence Aircraft Noise website see link – Defence Aircraft Noise: Department of Defence. BANMPs include measures to align with Condition 3 where applicable. Activities undertaken to inform the Condition 3 measures include: 3a: Flight activity is documented in the biennial noise report F-35A Noise and Flight

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	Base Tindal and RAAF Base Townsville. This must include, but not be limited to: i. An investigation of alternative noise measurement and analysis methods; 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; iii. Comparison of actual measured F-35A Lightning II aircraft noise levels with those predicted in the Environmental Impact Statement; and iv. Biennial review of noise monitoring locations, unless agreed with the Minister. d) 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. e) Reporting, to ensure clear and timely public access to noise levels and flight activity monitoring data. This must include, but not be limited to: i. Conducting a biennial evaluation of the effectiveness of flight activity monitoring and programmes at RAAF Bases(s) until agreed in writing by the Minister;		Path Activity January 2021 - December 2022 and includes a comparison of flight activity with EIS predictions for RAAF Base Williamtown. See Pages 16 to 60; Sections 4.1 to 4.10.3 for details. The summary of flying activity is detailed in section 4.11, pages 61-62. Information will be updated in the 23-24 biennial reports. Flight activity for the period January 2021 to December 2022 indicates fewer F-35A aircraft movements occurred during the reporting period than presented in the EIS. This is expected given there were fewer F-35A aircraft operating than considered in the EIS, which was based on a forecast year 2025 when all F-35A aircraft would have been delivered and at Full Operating Capability (FOC). 3b: A review of existing noise management programmes at RAAF Base Williamtown was conducted as part of the biennial review - F-35A Biennial Reporting - Noise and Flight Path Monitoring System Review 2018-20 Pages 9-12; Section 3.1 to 3.1.5. In summary, the report found that noise management programmes were appropriately addressing community impacts from aircraft noise. The biennial reporting for 2021-22 incorporated F-35A Lightning II operations at RAAF Bases Tindal, Darwin, Townsville and Amberley. 3c: The F-35A Noise and Flight Path Activity January 2021 - December 2022 includes monitoring data to validate predicted noise at sensitive receptors. F-35A Noise and Flight Path Activity January 2021 - December 2022 provides the next 2 years of analysis and includes RAAF Base Williamtown, Tindal, Darwin, Townsville and Amberley. Please refer to link: Flying operations of F-35A aircraft About Defence and turn to Sections 5 – 5.5, 5.6.1 and 5.6.2, or pages 63 – 76; and Appendices E to I pages 89 to 148. 3c. Defence operates a Noise and Flightpath Monitoring System (NFPMS) across a number of bases across Australia to monitor aircraft noise from military operations. Defence has reported NFPMS data to local communities since 2005. Noise monitoring occurs at RAAF Base Williamtown in New South Wales, RAAF Bases Amberley and Townsville in Queensland and RAAF Bases Darwin and Tindal in the Northern Territory. i. The F-35A Biennial Reporting - Noise and Flight Path Monitoring System (NFPMS) Review published in 2021 included an investigation of alternative noise measurement and analysis methods. For reference go to Pages 36 - 52,

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	ii. Biennial publication on the Defence Aircraft Noise website of: i. noise levels and flight activity monitoring data of the F-35A Lightning II aircraft; and 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: 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:		section 4.3 – 4.3.6. The review found the system was designed as a fit for purpose model required for monitoring noise for military fast jets. ii. Noise monitoring terminals were installed at RAAF Base Tindal over the period November 2021 to January 2022. The NFPMS data is used to produce monthly and annual noise reports for flying operations for RAAF Bases Tindal. Aircraft noise reporting can also be accessed through Defence's interactive webpage reporting system – see link: Defence Aircraft Noise: Department of Defence. iii. Comparisons were documented in the F-35A Noise and Flight Path Activity January 2021 - December 2022. The details can be found at Flying operations of F-35A aircraft About Defence - Pages 48-50, Section 5.2 – 5.5 and Appendices E - I. The findings of F-35A Noise and Flight Path Activity January 2021- December 2022 indicate that flying operations and noise level changes associated with the F-35A aircraft are generally consistent with the EIS. Further detail can be found at Section 5 – 5.5, or appendices E to I. iv. Noise monitoring locations were reviewed in F-35A Biennial Reporting - Noise and Flight Path Monitoring System Review, refer 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 (refer to response in condition 3.c.ii) 3d: Air Force has conducted considerably less flying activity since the introduction of the F-35A at RAAF Base Williamtown than identified in the EIS. This has been the case until squadrons reach full capacity. The first F-35A aircraft arrived at RAAF Base Tindal on 3 December 2021. All aircrafts have been introduced by end of 2024. The findings of F-35A Noise and Flight Path Activity January 2021 - December 2022 indicate that flying operations and noise level changes associated with the F-35A aircraft are generally consistent with the EIS. Air Combat Group (ACG) trialled alternative departure procedures at RAAF Base Williamtown from mid-2019. The aim of the trials, conducted in accordance with the RAAF Base Williamtown Aircraft Noise Management Plan (Enc.1) F-35A NFAVP, was to identify procedures that do not compromise the safe operation of the F-35A aircraft, the safety of the public and aircrew, and minimise noise at sensitive receivers, while still achieving training and operational requirements.

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	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. iv. continued participation at community forums; and 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.		The noise test programme was carried out from the first flying operations of the F-35A aircraft in Australia as from January 2019 through to December 2022. Building on the information gained as a result of the extensive noise verification programme at RAAF Base Williamtown in 2021-22, Defence provided this data in the biennial report published in July 2023. Utilising this data, ACG finalised operating procedures throughout 2024 with the objective of minimising aircraft noise as much as possible without comprising operations or safety. Defence may look to replicate this departure profile where the benefits can be realised at RAAF Base Tindal and other forward operating bases if applicable. Flying activity and noise levels were monitored throughout 2022 to assess the success of the revised departure profile in minimising noise within safety and operational constraints. The details of the 2021-22 noise monitoring was assessed and found to be beneficial in limiting noise exposure for sensitive receivers in Raymond Terrace, and general population areas of Raymond Terrace, Medowie, Campvale and Salt Ash to similar to the F/A-18A/B Classic Hornet. For further information, refer to report F-35A Noise and Flight Path Activity January 2021 to December 2022 section 4, 5.2 and Appendices E to H. 3e: Defence conducts annual compliance reporting and biennial compliance reporting in accordance with the conditions of approval for the flying operations of the F-35A Lightning II aircraft. These reports - F-35A Noise and Flight Path Activity and Review of Aircraft Noise Management can be located at Flying operations of F-35A aircraft About Defence. i. The review of Aircraft Noise Management can be located at Flying operations of F-35A aircraft About Defence. ii. (i) The F-35A Noise and Flight Path Activity Reports December 2018 - December 2020, and January 2021 to December 2022 were published in July 2021, and 2023 respectively. The reports can be found at Flying operations of F-35A aircraft About Defence. (ii) The information can be found in the F-35A Noise and Flight Path Activity January 2021 to December 2022 section 4, 5.2 and Appendices E to H. The F-35A Noise and Flight Path Activity reports for December 2018 - December 2020, and January 2021 – December 2022 was published in July 2021, and July 2023 respectively. The reports can be found at Flying

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			operations of F-35A aircraft About Defence. The NFPMS interactive noise level and flight activity monitoring website is in addition to annual reports. Please see link - Noise monitoring and reporting About Defence (ii. a,b,c,d) The F-35A Noise and Flight Path Activity January 2021- December 2022 Section 4 – 4.10 covers the requirements of this condition. iii. BANMPs are revised and updated as required. See link to all BANMPs – please refer to specific Air bases About Defence, or Flying operations of F-35A aircraft About Defence. 3f: Defence prepared a Community Engagement and Information Provision Plan (CEIP) for RAAF Base Williamtown. The CEIP was last reviewed in 2020. Attachment B provides information regarding public affairs, notifications provided to local communities. Meeting notes from the Williamtown Advisory Group are available at RAAF Base Williamtown Air Force i. 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. ii. Location-specific information about F-35A Lightning II EIS noise predictions is provided on the Defence website. Defence also provides aircraft noise levels and flight activity monitoring data on the Defence website. See Defence Aircraft Noise : Department of Defence iii. 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. iv. Defence maintains location-specific information about F-35A Lightning II EIS predictions on the Defence website (refer to Biennial Reports). Defence also provides access to actual aircraft noise levels and flight activity monitoring data on the Defence website. See Flying operations of F-35A aircraft About Defence. 3g: Defence maintains robust complaint handling systems under Enclosure 1 of the

Condition Number	Condition	Is the project compliant with this condition?	Evidence Comment
			RAAF bases WLM BANMP, Tindal BANMP, Darwin BANMP, and Amberley BANMP. Complaints are recorded as advised in the BANMPs and in accordance with the RAAF Aircraft Noise Management Strategy. The BANMPs were approved by the then Department of Environment and Energy delegate upon completion of the first NMP beginning with RAAF Base Williamtown on 3 December 2018. All BANMPs have undergone subsequent documented reviews annually or when required. The BANMPs can be found at: Flying operations of F-35A aircraft About Defence. Compliance with this condition is 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 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	Compliant	The Fauna Management Plan (FMP) was approved by the DCCEE 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: Locations for baseline measurement of noise levels at environmentally sensitive locations prior to the flying operations of the F-35A Lightning II 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 finalised in March 2019 and submitted to DCCEE on 19 April 2019. 4b: Transition Period measurements of noise levels at environmentally sensitive locations were undertaken during September to November 2019. The F-35A Aircraft Noise Effects on Fauna – Impact Assessment Results Report is available on the Defence website at F-35A Aircraft Noise Effects on Fauna – Impact Assessment Results Report. 4c: As documented in the Fauna Management Plan, the Impact Assessment Results Report assessed whether F-35A Lightning II noise levels exceed the baseline measurements. No issues were identified in the external consultant report for any specific animal populations. See F-35A Aircraft Noise Effects on Fauna – Impact Assessment Results Report. 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

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	the Minister has approved this plan.		5 March 2020. The F-35A Noise Effects on Fauna – Impact Assessment Results report was published on 6 March 2020.
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, the then Department of Agriculture, Water and the Environment 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 known as Objective.
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 2018. The 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 9 December 2020. The third annual compliance report covers the period 10 December 2020 to 9 December 2021. The fourth annual compliance report covers the period 10 December 2021 to 9 December 2022. The fifth annual compliance report covers the period 10 December 2022 to 9 December 2023.

Condition Number	Condition	Is the project compliant with this condition?	Evidence Comment
			The sixth annual compliance report cover the period 10 December 2023 to 9 December 2024.
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 report must address the criteria to the satisfaction of the Minister.	Compliant	To date, no requests for an audit have been received.
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: i. Notify the Department in writing that the approved plan has been revised and provide the Department with an electronic copy of the revised plan; ii. Implement the revised plan from the date that the plan is submitted to the Department; and iii. 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	In accordance with Condition 3, BANMPs are revised or updated annually or as required, then submitted to DCCEEW and uploaded to the Defence Aircraft Noise website. All plans can be found at Flying operations of F-35A aircraft About Defence. The only change that has occurred is the no-fly of 60%; and this document refers to that change. BANMPs go through an annual process of review, or as required.
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.	Compliant	Noted.

Condition Number	Condition	Is the project compliant with this condition?	Evidence Comment
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: i. Condition 9 does not apply, or ceases to apply, in relation to the revised plan; and ii. 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 website within one (1) month of being approved.	Compliant	The following management plans and reports have been published to the Defence website within the specified timeframe: • RAAF Base Williamtown BANMP • F-35A Noise and Flight Path Activity 2020-21 and 2022-23 • F-35A Biennial Reporting - Noise and Flight Path Monitoring System Review – 2020-21

Condition Number	Condition	Is the project compliant with this condition?	Evidence Comment
			• RAAF Base Darwin BANMP • RAAF Base Townsville BANMP • RAAF Base Tindal BANMP • RAAF Base Amberley BANMP • Air Force Fly Neighbourly policy - Noise management and mitigation About Defence All reports can be found at Flying operations of F-35A aircraft About Defence. 1. The RAAF Williamtown Wildlife Hazard Management Plan was published on the Flying operations of F-35A aircraft website (24/01/2024). This superseded RAAF Williamtown Bird and Wildlife Operational Management Plan and Airfield Fauna Hazard Reduction Strategy (2-M23, 2-M24, 2-M31). 2. The RAAF Tindal Wildlife Hazard Management Plan was published on the Flying operations of F-35A aircraft website (24/01/2024). This superseded RAAF Tindal Wallaby and Wildlife Management Plan, Flying Fox Management Plan and Vegetation Replacement Management Plan (2-M25, 2-M27, 2-M32). 3. The RAAF Townsville Wildlife Hazard Management Plan was published on the Flying operations of F-35A aircraft website (24/01/2024). This superseded RAAF Townsville Wildlife Hazard Management Plan (2-M28, 2-M33). 4. The RAAF Darwin Wildlife Hazard Management Plan was published on the Flying operations of F-35A aircraft website (24/01/2024). This superseded RAAF Darwin Bird and Animal Hazard Management System (2-M29, 2-M34). 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. Defence Aircraft Noise: Department of Defence
15	Unless otherwise agreed to in writing by the Minister, the	Compliant	Defence has made copies of each management plan and report to date. These are



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	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.		available for download from the Defence environmental compliance website and to members of the public on request.

3. Correcting Non-Compliances

No new non-compliances were identified by the project.

4. New Environmental Risks

No new environmental risks were observed for the approved action.

2024 ANNUAL COMPLIANCE REPORT – F-35A LIGHTNING II FLYING OPERATIONS - Attachment A

	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]	Ongoing. Condition met through application of RAAF Base Williamtown Aircraft Noise Management Plan (BANMP). Base NMPs for TDL, DAR and TVL were developed prior to F-35A operations at those locations and are available on the Defence Aircraft Noise website – see link Air bases About Defence and go to specific bases, or F-35A compliance reporting Flying operations of F-35A aircraft About Defence
	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]	Ongoing. Condition met through application of RAAF Base Williamtown Aircraft Noise Management Plan (BANMP). Details can be found on the Defence Aircraft Noise website – see link Air bases About Defence , or F-35A compliance reporting Flying operations of F-35A aircraft About Defence . The approved hours of operation for RAAF Base Williamtown is 6am to 10pm and up to 11pm during Australian eastern daylight time.
	2-M03		Comply with flight path requirements as specified in the Defence policies. [WLM, TDL, DAR, TVL]	Ongoing. Condition met through application of RAAF Base Williamtown Aircraft Noise Management Plan (BANMP). Base NMPs for TDL, DAR and TVL were developed prior to F-35A operations at those locations and are available on the Defence Aircraft Noise website – see link Air bases About Defence
	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]	Ongoing. Condition met through application of: - RAAF Base Williamtown Aircraft Noise Management Plan (BANMP) RAAF Base Tindal Aircraft Noise Management Plan (BANMP) RAAF Base Darwin Aircraft Noise Management Plan (BANMP) RAAF Base Townsville Aircraft Noise Management Plan (BANMP) Base NMPs for TDL, DAR and TVL were developed in accordance with the Air Force Noise Management Strategy prior to F-35A operations at those locations. ACG continues to apply principles of the ACG Fly Neighbourly Policy at all locations – go

				to Noise management and mitigation About Defence for the Air Force Noise Management Strategy and Fly Neighbourly Policy
	2-M05		Limit night flying at SAAWR to the minimum required to achieve operational and training targets. [WLM]	Ongoing. Nil F-35A aircraft night flying operations on SAAWR. Condition met through application of RAAF Base Williamtown Aircraft Noise Management Plan (BANMP). Details can be found on the Defence Aircraft Noise website – see link Air bases About Defence .
	2-M06		Comply with noise complaint handling procedures as specified in Defence instructions. [WLM, TDL, DAR, TVL]	Ongoing. Condition met through application of RAAF Base Williamtown Aircraft Noise Management Plan (BANMP). Base NMPs for TDL, DAR and TVL apply a consistent approach to complaint handling procedures in accordance the Air Force Aircraft Noise Management Strategy. All bases have adopted.
	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 could not safely depart the airfield in 60% ETR setting. In late 2019, after 10 months of trialing various departure profiles, Air Force concluded that flight safety was compromised and a safe departure profile could not be achieved at 60% ETR setting. Throughout 2019-2022 transition period, Air Force trialed F-35A departure profiles aiming to develop suitable profiles to minimise the impacts of aircraft noise, whilst ensuring training and operational requirements, and safe operations of the aircraft were maintained. The biennial noise reports, F-35A Noise and Flight Path Activity December 2018-December 2020, and December 2020-December 2022 published in July 2021, 2023 respectively documents the outcomes of the operational changes. In 2022-23, Air Force flew specific profiles and conducted stringent ongoing noise monitoring to assess the success of this corrective measure in accordance with Condition 1 and Condition 3. The outcomes of the trials – stage four of the five stage Noise and Flight Activity

			Verification Program (an enclosure of the RAAF Base Williamtown Base Aircraft Noise Management Plan) were published in the 2021-22 biennial reports. Noise monitoring as reported in the Noise and Flight Path Activity 2021-22 Report, indicated flying operations and noise levels associated with the F-35A aircraft are generally consistent with the findings of the EIS. There were some instances of higher measured noise levels around RAAF Base Williamtown, summarised as follows: • At locations around Raymond Terrace, F-35A aircraft noise levels were higher than the EIS predictions. F-35A aircraft maximum departure noise levels were lower than the previous biennial report period (2019-2020), demonstrating improvements as a result of testing which changed the departure profiles aimed at increasing the altitude of departing aircraft. This activity has resulted in noise levels comparable to previous measured F/A-18A/B Hornet noise levels; and • In areas east of the base, F-35A aircraft arrival noise levels were higher than the EIS predictions. However, the number of aircraft events in these areas was relatively low. This outcome was also a feature of the previous biennial report period (2019 – 2020) and reflected in F/A-18A/B Hornet measured noise levels that were higher than EIS predictions. Accordingly, this can be attributed to a systematic difference between the way arrivals occur in practice and the modelling of these procedures in the EIS. The details can be found at Flying operations of F-35A aircraft About Defence - Pages 48-50, Section 5.2 – 5.5 and Appendices E to H. The findings of F-35A Noise and Flight Path Activity January 2021- December 2022 indicate that flying operations and noise level changes associated with the F-35A aircraft are generally consistent with the EIS. Further detail can be found at Section 5 – 5.5, or appendices E to H. In accordance with the RAAF Base Williamtown BANMP, Defence bedded down the corrective measures in 2022-23. Standard operating procedures were finalised in 2023-24 as per the approved RAAF Base WLM BANMP F-35A NFAVP. All aircraft were received by December 2024. Please see Air bases About Defence, go to Williamtown, or other relevant bases such as Tindal, Darwin, Townsville and Amberley
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	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 condition 3, F-35A Lightning II aircraft only conduct afterburner takeoffs when required for safety reasons or for specific noise mitigation activities currently conducted at RAAF Base Williamtown.
	2-M09	Implement and maintain an airfield emergency plan. [WLM, TDL, DAR, TVL]	Ongoing. 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]	Ongoing. 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]	Ongoing. 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]	Ongoing. 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]	Ongoing. 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]	Ongoing. 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]	Ongoing. Condition met through Aerodrome Emergency Plans implemented to fulfil Defence Aviation Safety Manual requirements.

	2-M1 6	Conduct periodic crash training exercises with Defence and civil authorities to practice and test command and control procedures. [WLM, TDL, DAR, TVL]	Ongoing. Condition met through Aerodrome Emergency Plans implemented to fulfil Defence Aviation Safety Manual requirements.
	2-M1 7	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]	Ongoing. 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. The RAAF Williamtown Wildlife Hazard Management Plan was published on the Flying operations of F-35A aircraft website (24/01/2024) The RAAF Tindal Wildlife Hazard Management Plan was published on the Flying operations of F-35A aircraft website (24/01/2024). The RAAF Townsville Wildlife Hazard Management Plan was published on the Flying operations of F-35A aircraft website (24/01/2024). The RAAF Darwin Wildlife Hazard Management Plan was published on the Flying operations of F-35A aircraft website (24/01/2024). See Flying operations of F-35A aircraft About Defence
	2-M1 8	Modify wildlife behaviour through dispersal, harassment and other means of behaviour disruption to prevent roosting of bird species near runways. [WLM, TDL, DAR, TVL]	Ongoing. 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. The RAAF Williamtown Wildlife Hazard Management Plan was published on the Flying operations of F-35A aircraft website (24/01/2024) The RAAF Tindal Wildlife Hazard Management Plan was published on the Flying operations of F-35A aircraft website (24/01/2024). The RAAF Townsville Wildlife Hazard Management Plan was published on the Flying operations of F-35A aircraft website (24/01/2024). The RAAF Darwin Wildlife Hazard Management Plan was published on the Flying operations of F-35A aircraft website (24/01/2024). See Flying operations of F-35A aircraft About Defence
	2-	Reduce or otherwise alter water catchments and areas that pond on-base to minimise roosting of birds.	Ongoing. 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 10.1: Bird and Animal Hazard Management, Defence Safety Manual.

	M1 9		[WLM, TDL, DAR, TVL]	The RAAF Williamtown Wildlife Hazard Management Plan was published on the Flying operations of F-35A aircraft website (24/01/2024) The RAAF Tindal Wildlife Hazard Management Plan was published on the Flying operations of F-35A aircraft website (24/01/2024). The RAAF Townsville Wildlife Hazard Management Plan was published on the Flying operations of F-35A aircraft website (24/01/2024). The RAAF Darwin Wildlife Hazard Management Plan was published on the Flying operations of F-35A aircraft website (24/01/2024). Flying operations of F-35A aircraft About Defence
	2- M2 0		Maintain grass height on-base to deter foraging and nesting around runways. [WLM, TDL, DAR, TVL]	Ongoing. 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. The RAAF Williamtown Wildlife Hazard Management Plan was published on the Flying operations of F-35A aircraft website (24/01/2024) The RAAF Tindal Wildlife Hazard Management Plan was published on the Flying operations of F-35A aircraft website (24/01/2024). The RAAF Townsville Wildlife Hazard Management Plan was published on the Flying operations of F-35A aircraft website (24/01/2024). The RAAF Darwin Wildlife Hazard Management Plan was published on the Flying operations of F-35A aircraft website (24/01/2024). Flying operations of F-35A aircraft About Defence
	2- M2 1		Disperse birds from runway areas through harassment and annoyance routines. [WLM, TDL, DAR, TVL]	Ongoing. 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. The RAAF Williamtown Wildlife Hazard Management Plan was published on the Flying operations of F-35A aircraft website (24/01/2024) The RAAF Tindal Wildlife Hazard Management Plan was published on the Flying operations of F-35A aircraft website (24/01/2024). The RAAF Townsville Wildlife Hazard Management Plan was published on the Flying operations of F-35A aircraft website (24/01/2024). The RAAF Darwin Wildlife Hazard Management Plan was published on the Flying operations of F-35A aircraft website (24/01/2024). Flying operations of F-35A aircraft About Defence

	2-M2 2	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]	Ongoing. 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. The RAAF Williamtown Wildlife Hazard Management Plan was published on the Flying operations of F-35A aircraft website (24/01/2024). The RAAF Tindal Wildlife Hazard Management Plan was published on the Flying operations of F-35A aircraft website (24/01/2024). The RAAF Townsville Wildlife Hazard Management Plan was published on the Flying operations of F-35A aircraft website (24/01/2024). The RAAF Darwin Wildlife Hazard Management Plan was published on the Flying operations of F-35A aircraft website (24/01/2024). Flying operations of F-35A aircraft About Defence
	2-M2 3	Minimise bird nesting, roosting and habitat areas of high-risk bird species in accordance with the Bird and Wildlife Operational Management Plan. [WLM]	Ongoing. 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, <i>National Parks and Wildlife Act No. 80 1972</i> (NSW) and supporting documentation. The RAAF Williamtown Wildlife Hazard Management Plan was published on the Flying operations of F-35A aircraft website (24/01/2024). Flying operations of F-35A aircraft About Defence
	2-M2 4	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]	Ongoing. 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, <i>National Parks and Wildlife Act No. 80 1972</i> (NSW) and supporting documentation. The RAAF Williamtown Wildlife Hazard Management Plan was published on the Flying operations of F-35A aircraft website (24/01/2024). Flying operations of F-35A aircraft About Defence

	2-M2 5	Minimise available food sources and foraging opportunities for birds and wildlife on base in accordance with the Wallaby and Wildlife Management Plan. [TDL]	Ongoing. 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. The RAAF Tindal Wildlife Hazard Management Plan was published on the Flying operations of F-35A aircraft website (24/01/2024). Flying operations of F-35A aircraft About Defence
	2-M2 6	Conduct controlled burning at the beginning of the dry season to clear grassland to discourage black kites from foraging on the airfield. [TDL]	Ongoing. 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. The RAAF Tindal Wildlife Hazard Management Plan was published on the Flying operations of F-35A aircraft website (24/01/2024). Flying operations of F-35A aircraft About Defence
	2-M2 7	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]	Ongoing. 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. The RAAF Tindal Wildlife Hazard Management Plan was published on the Flying operations of F-35A aircraft website (24/01/2024). Flying operations of F-35A aircraft About Defence
	2-M2 8	Minimise available food sources and foraging opportunities for birds and wildlife on base in accordance with the Wildlife Hazard Management Plan. [TVL]	Ongoing. 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. The RAAF Townsville Wildlife Hazard Management Plan was published on the Flying operations of F-35A aircraft website (24/01/2024). Flying operations of F-35A aircraft About Defence
	2-M2	Minimise available food sources and foraging opportunities for birds and wildlife on base in accordance with the Bird and Animal Hazard Management System.	Ongoing. 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.

	9		[DAR]	The RAAF Darwin Wildlife Hazard Management Plan was published on the Flying operations of F-35A aircraft website (24/01/2024). Flying operations of F-35A aircraft About Defence
	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]	Compliant. The RAAF Hazard and Noise Database (HAND) identifies "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]	Ongoing. 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, <i>National Parks and Wildlife Act No. 80 1972</i> (NSW) and supporting documentation. The RAAF Williamtown Wildlife Hazard Management Plan was published on the Flying operations of F-35A aircraft website (24/01/2024) Flying operations of F-35A aircraft About Defence
	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]	Ongoing. 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. The RAAF Tindal Wildlife Hazard Management Plan was published on the Flying operations of F-35A aircraft website (24/01/2024). Flying operations of F-35A aircraft About Defence
	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]	Ongoing. 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. The RAAF Townsville Wildlife Hazard Management Plan was published on the Flying operations of F-35A aircraft website (24/01/2024). Flying operations of F-35A aircraft About Defence

	2-M3 4	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]	Ongoing. 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. The RAAF Darwin Wildlife Hazard Management Plan was published on the Flying operations of F-35A aircraft website (24/01/2024). Flying operations of F-35A aircraft About Defence
	2-M3 5	Liaise with relevant land use planning agencies and authorities in the areas in which the F-35A aircraft operates. [WLM, TDL, TVL, DAR]	Ongoing. 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-M3 6	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: Williamtown Advisory Group (up to 2 meetings each year), Darwin International Airport Community Consultation Group (up to 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 development and publication of RAAF Base Aircraft Noise Management Plan (BANMP) for Williamtown, Tindal, Darwin, Townsville and Amberley prior to F-35A operations at those locations. These are available on the Defence Aircraft Noise website – see link Flying operations of F-35A aircraft About Defence
	2-S02	Maintain a Memorandum of Understanding (MOU) with the Aircraft Noise Ombudsman (ANO) to independently review F- 35A aircraft noise management and complaint handling.	Defence agreed an MOU with the Aircraft Noise Ombudsman in January 2015. The MOU remains current.
	2-S03	Introduce new noise abatement procedures for RAAFBase Williamtown in October 2014.	Complied 2014. Noise abatement procedures were implemented at RAAF Base Williamtown in October 2014.

	2-S04	Conduct additional noise assessments at childcare centres on RAAF Base Williamtown, RAAF Base Darwin, and RAAF Base Amberley.	Not required. Defence closed RAAF Bases Amberley, Darwin and Williamtown centres. See link: Defence Aircraft Noise : Department of Defence for Defence reports.
	2-S05	Investigate engineering options that would provide practical solutions to reduce the exposure of children on RAAF bases to aircraft noise.	Not required. Defence closed RAAF Bases Amberley, Darwin and Williamtown centres.
	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, and recorded in subsequent biennial reports – 2019; 2021-22. F 35A Lightning II use of SAAWR has been limited to a single program since introduction in 2018. On 7 Oct 2021, two F35As used the SAAWR, including the use of gunnery, between 2-2.30pm. There was a total of 18 passes of the SAAWR, seven of these involved the use of cannons. From the data noise monitoring terminals recorded, noise from the cannons can be heard separate to the aircraft for approximately one second. The noise is no louder than the noise from the aircraft. At noise monitors located in Salt Ash and Medowie and Lemon Tree Passage, cannon noise is heard, but is not recorded separately to the aircraft. When compared with historic F/A-18A/B Hornet noise data at SAAWR, the noise levels for F-35A are slightly higher. However due to limited operations, the data source is limited until F-35A aircraft use SAAWR more often. This remains the single source of data.
	2-S07	Continue publication of noise and flight path monitoring data for RAAF Base Williamtown, RAAF Base Darwin, and RAAF Base Townsville on the Defence Aircraft Noise website.	Defence continues to publish noise monitoring data for RAAF Bases Williamtown Townsville, Tindal and Darwin. Go to Defence Aircraft Noise: Department of Defence for information on the Noise and Flightpath Monitoring System and reporting.
	2-S08	Maintain and continue to participate in forums for community consultation such as the Williamtown Advisory Group and the Darwin International Airport Community Consultation Group	Defence continues to participate in a number of forums for community consultation, including the Williamtown Advisory Group and the Darwin International Airport Community Consultation Group. Senior Australian Defence Force Officers continue to organise and/or attend forums on a regular basis. See Attachment B for further information.

Attachment B – Consultation and Notices

2024 ANNUAL COMPLIANCE REPORT F-35A LIGHTNING II FLYING OPERATIONS

Condition 3F

Community Consultation and Engagement

Defence continues to consult stakeholders regarding flying operations, compliance with approved flight paths, operational controls and future plans. The key groups include - Williamtown Advisory Group (up to 2 meetings each year); Darwin International Airport Community Consultation Group (up to 3 meetings each year); Amberley Consultative Group (up to 5 meetings each year); and Townsville Community Aviation Consultation Group.

Air Force Advisories

Air Force issues social media posts associated with all exercises and flying activities as well as posting flying activity on the Flying Operations page - <https://www.airforce.gov.au/operations/flying-operations/flying-activity>. This link is displayed at the bottom of every media release and noise mitigation/information social media post. In addition to the ongoing advisories, public information is distributed to local residents via public affairs campaigns to support the extensive deployment/exercise training requirements that occur around Australia for military fast jet flying operations.

Exercise Pitch Black 2024 held from RAAF Bases Darwin and Tindal occurred in July. This exercise included F-35A aircraft from Australia and other international countries. Strong media and community engagement program occurred prior to and throughout this major international activity.

Normal exercise activities occurred at RAAF Bases Townsville, Darwin, Tindal, Amberley and Williamtown. Public information activities occurred to inform local residents of the nature and extent of the operations.

Local notifications

RAAF Base Williamtown local flying notifications are issued on a regular basis to local, state and federal government representatives. Notifications are also issued to advise Williamtown Advisory Group members and local residents of non-routine flying activity, or specific announcements such as low passes over the Base where possible. RAAF Bases Amberley, Darwin and Townsville have developed stakeholder email contact points to distribute information for exercises.

F-35A flying activity notifications

Information distributed to local residents in 2024		
Notice	Date	Topic
Media Alert x 15	Ongoing	F-35A Diverts including Coffs Harbour Airport stay, non-routine flying activities where applicable
Media Alert x 18	Ongoing	Flypasts – WLM// Nelson Bay/Canberra, Sydney/Darwin//East Sale, Special events such as Air Shows, Commemorative occasions
Coms Plans including Media Release x 10	Throughout year	Exercises – Williamtown, Amberley, Townsville, Darwin, Tindal
Media Release x 4	March, July	Salt Ash Air Weapons Range and Evans Head Air Weapons Range – community engagement; media; release; public notifications

Consultation Forums	
Forum	Date
Williamstown Advisory Group	Two Meetings – Ongoing notifications/advisories
Darwin International Airport Community Consultation Group	Three meetings – Ongoing notifications/advisories
Amberley Community Consultation Forum	Two meetings
Townsville Community Aviation Consultation Group	Townsville Airport lead