



Australian Government

Defence

Annual Compliance Report 2026

EPBC 2010/5747

Flying operations of the F-35A
Lightning II Joint Strike Fighter



Table of Contents

1. Description of Activities	1
2. Conditions of Approval	2
3. Correcting Non-Compliances	15
4. New Environmental Risks.....	15
5. Attachment A.....	16
6. Attachment B.....	28

Table

Table 1 – Compliance Table	2
---	----------

Attachments

- 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:	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 Base Williamtown and RAAF Base Tindal are the main operating bases (MOB) where the F-35A Lightning II fleet is based. To conduct training and operations, 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. These include 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 EPBC Act referral for 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 Climate Change, Energy, the Environment and Water (DCCEEW) 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 approval conditions. This is the seventh annual compliance report, covering the period 10 December 2024 to 9 December 2025. All previous compliance reports are available at [Flying operations of F-35A aircraft | About | Defence](#).

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 2025, 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 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 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 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 Noise and Flight Path Activity report (January 2021 – December 2022) was 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;</i>

Condition Number	Condition	Is the project compliant with this condition?	Evidence Comment
			3.ii.i; 3.e.ii.ii; 3.e.ii.ii.a); b.)c); d) of the approval decision. The third Noise and Flight Path Activity report (January 2023 - December 2024) report addresses <i>Condition 1; Condition 3.a, 3.c.iii, 3.e, 3.e.i, 3.e.ii; 3.e.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 reports 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. Air Combat Group (ACG) has conducted alternative departure procedures at RAAF Base Williamtown from mid-2019. The aim of the alternative departure procedures is to conduct corrective measures 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. The requirement for higher thrust settings for departures has led to higher than predicted noise levels in areas in close proximity to the Base. Noise monitoring as reported in the Noise and Flight Path Activity Report 2021/22, 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 are slightly higher in 2021-22 than the EIS predictions. Changes to the departure profiles aimed at increasing the altitude of departing aircraft have resulted in noise levels comparable to previously measured F/A-18A/B Hornet noise levels. - In areas east of the base, F-35A aircraft arrival noise levels remain higher than the EIS predictions. F/A-18A/B Hornet measured noise levels were higher than EIS predictions. This can be attributed to a systematic 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. The third F-35A Biennial Report identified issues with the NFPMS. The NFPMS utilised flight track data to aid the detection military fast jet noise events. Due to changes in Defence's security posture, flight track data was no longer available to the NFPMS as of July 2022. In

Condition Number	Condition	Is the project compliant with this condition?	Evidence Comment
			addition, F-35A noise events less than approximately 85 dB L_{Amax} were not able to be reliably detected. Refer to Section 3.0 of that report for detail. Reported values are therefore overstated, particularly the averages, and are not comparable to values from previous reports. The biennial report identifies the issues this has created in the reporting (see pages 4-5 – F-35A aircraft noise levels and evaluation of effectiveness of flight activity monitoring – and pages 5-6 – programmes). Defence bedded down the corrective measures in 2022 to 2024. 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 to view the respective base management plans. 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 Base Tindal and RAAF Base Townsville.	Compliant	The action commenced on 10 December 2018. The RAAF Base Williamtown Base Aircraft Noise Management Plan (BANMP) was approved by the then Department of Environment and Energy delegate on 3 December 2018 and periodically updated. 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 RAAF Bases are prepared as part of the Air Force Aircraft Noise Management Strategy. and are reviewed annually (in 2025), 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 – Flying operations of F-35A aircraft About 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 third biennial noise report F-35A Biennial Report January 2023 - December 2024 and includes a comparison of flight activity with EIS predictions for RAAF Bases Williamtown, Tindal, Townsville and Darwin. See Pages 20 to

Condition Number	Condition	Is the project compliant with this condition?	Evidence Comment
	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; ii. Biennial publication on the Defence Aircraft Noise website of:		39; Sections 4.1 to 4.10 for details. The summary of flying activity is detailed in section 4.10, page 38. Flight activity for the period January 2023 to December 2024 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. F-35A Biennial Reporting - Noise and Flight Path Monitoring System Review 2023-24 Section 3.3 and Appendix D performs an updated review of noise management programmes, finding that existing Defence policies and systems are considered effective and appropriate for the management of F-35A aircraft noise, noting the limitations in data capture per Condition 3 and Condition 3.c comments. 3c: The F-35A Biennial Report January 2023 - December 2024 includes monitoring data to validate predicted noise at sensitive receptors. This report provides 2 years of analysis and includes RAAF Base Williamtown, Tindal, Darwin and Townsville. Please refer to link: Flying operations of F-35A aircraft About Defence and turn to Sections 5 – 5.6.2 and Appendices F to H. The biennial report 2023-24 identified issues with the noise and flight path monitoring system (NFPMS). The NFPMS utilised flight track data to aid the detection military fast jet noise events. Due to changes in Defence's security posture, flight track data was no longer available to the NFPMS as of July 2022. In addition, noise events less than approximately 85 dB L_{Amax} were not detected. Reported values are therefore overstated, particularly the averages, and are not comparable to values from previous reports or EIS predictions. Refer to Section 3.0 for detail. Notwithstanding the above, on the balance of factors considered in the biennial report 2023-24, Defence's flight activity monitoring and programmes were found to be effective for current F-35A aircraft operations. Flight activity monitoring systems capture detailed information

Condition Number	Condition	Is the project compliant with this condition?	Evidence Comment
	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: i. Regular review of communication arrangements with affected stakeholders and communities; ii. Clear and timely notification of information regarding varied flight activity and future		about F-35A aircraft operations which are directly relevant to noise management, and the programmes which are in place systematically address aircraft noise management at each organisational level. 3c. Defence operates a NFPMS across a number of bases across Australia to monitor aircraft noise from military operations. 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 report - 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, 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 Base Tindal. Aircraft noise reporting can be accessed at link: Flying operations of F-35A aircraft About Defence. iii. Comparisons were documented in the F-35A Noise and Flight Path Activity January 2021 - December 2022, and the F-35A Biennial Report for January 2023 to December 2024. The details can be found at Flying operations of F-35A aircraft About Defence - Pages 70 to 91, Section 5 – 5.6 and Appendices F to H. iv. Noise monitoring locations were reviewed in F-35A Biennial Reporting - Noise and Flight Path Monitoring System Review, Flying operations of F-35A aircraft About Defence 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 less flying activity since the introduction of the F-35A at RAAF Base Williamtown than identified in the EIS. This is due to the systematic introduction of aircraft until squadrons reach full capacity. The first F-35A aircraft arrived at RAAF Base Tindal on 3 December 2021. All aircraft were introduced by December 2024. The findings of F-35A Biennial Report January 2023 - December 2024 indicate that flying operations and noise level changes associated with the F-35A aircraft are generally

Condition Number	Condition	Is the project compliant with this condition?	Evidence Comment
	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.		consistent with the EIS, although it did identify issues with the noise and flightpath and monitoring system (NFPMS). The NFPMS utilised flight track data to aid the detection military fast jet noise events. Due to changes in Defence's security posture, flight track data was no longer available to the NFPMS as of July 2022. In addition, events less than approximately 85 dB L_{Amax} were not detected. Reported values are therefore overstated, particularly the averages, and are not comparable to values from previous reports. See link - Flying operations of F-35A aircraft About Defence F-35A Biennial Report January 2023 - December 2024 and refer to Section 3.3, page 17 of the report for detail. 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. The noise test programme was conducted 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 resulting from 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 2024-25 with the objective of minimising aircraft noise as much as possible without comprising operations or safety. This departure profile has not been replicated at RAAF Base Tindal or other forward operating bases. Flying activity and noise levels continue to be monitored 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 maximum noise levels 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, Flying operations of F-35A aircraft About Defence and refer to report F-35A Noise and Flight Path Activity January 2021 to December 2022 section 4, 5.2 and Appendices E to H. This information remains the most accurate noise-monitoring source. The Biennial Report 2023-24 identified issues with the noise and flightpath monitoring system. The NFPMS utilised flight track data to aid the detection military fast jet noise events. Due to changes in Defence's security posture, flight track data was no longer

Condition Number	Condition	Is the project compliant with this condition?	Evidence Comment
			available to the NFPMS as of July 2022. The biennial report identifies the issues this has created in the reporting (see pages 4-5 – F-35A aircraft noise levels and evaluation of effectiveness of flight activity monitoring – and pages 5-6 – programmes) and Section D3 Evaluation. Importantly, the report also identifies existing Defence policies and systems are considered effective and appropriate for the management of F-35A aircraft noise and flying activity see link: Flying operations of F-35A aircraft About Defence Section D3 Evaluation page 65. 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 2023-2024 Biennial Report will be published in Q1 2026. 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 2023 to December 2024 section 4, 5 and Appendices E to H. The F-35A Noise and Flight Path Activity reports for December 2018 - December 2020, and January 2021 – December 2022 were published in July 2021, and July 2023 respectively. The reports can be found at Flying operations of F-35A aircraft About Defence. –NFPMS data can be found at Noise monitoring and reporting About Defence. (ii. a,b) The F-35A Noise and Flight Path Activity January 2023- December 2024 Section 4 – 4.10 covers the requirements of this condition. (ii. c) Flight tracks/paths are identified in the BANMPs to ensure noise mitigation strategies reflect the Aircraft Noise Management Strategy and the Fly Neighbourly Policy. Defence policies include a general guiding principle for flight paths to avoid populated areas where possible. See Page 31 section 4.7 – 4.7.2 in the 2023-2024 biennial report for details.

Condition Number	Condition	Is the project compliant with this condition?	Evidence Comment
			(ii. d) There were no F-35A Lightning II operations on Salt Ash Air Weapons Range in 2023-24. See Page 33 section 4.8 – 4.8.2 in the 2023-2024 biennial report for details. iii. BANMPs are reviewed annually 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. 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 RAAF bases WLM BANMP, Tindal BANMP, Darwin BANMP, and Amberley BANMP. Complaints are recorded and managed as detailed 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

Condition Number	Condition	Is the project compliant with this condition?	Evidence Comment
			upon completion of the first NMP beginning with RAAF Base Williamtown on 3 December 2018. BANMPs undergo 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 the Minister has approved this plan.	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 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 actioned commenced.

Condition Number	Condition	Is the project compliant with this condition?	Evidence Comment
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. This is the seventh annual compliance report, covering the period 10 December 2024 to 9 December 2025. Previous reports can be found at Flying operations of F-35A aircraft About Defence .
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	Compliant	In accordance with Condition 3, BANMPs are reviewed annually and updated as required,

Condition Number	Condition	Is the project compliant with this condition?	Evidence Comment
	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.		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 – see Link . Flying operations of F-35A aircraft About Defence
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.
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	Not applicable	Noted.

Condition Number	Condition	Is the project compliant with this condition?	Evidence Comment
	required under the approval.		
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 • 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

Condition Number	Condition	Is the project compliant with this condition?	Evidence Comment
			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 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. These are available for download from the Defence environmental compliance website and to members of the public on request.

3. Correcting Non-Compliances

No non-compliances were identified by the project.

4. New Environmental Risks

No new environmental risks were observed for the approved action.

5. Attachment A

2025 ANNUAL COMPLIANCE REPORT – F-35A LIGHTNING II FLYING OPERATIONS - Attachment A				
	Criterion #	Indicator #	Indicator	Response
	2-M 01		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 Aircraft Noise Management Plans (BANMPs) for Williamtown (WLM), Tindal (TDL), Darwin (DAR) and Townsville (TVL). All BANMPs 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-M 02		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-M 03		Comply with flight path requirements as specified in the Defence policies. [WLM, TDL, DAR, TVL]	Ongoing. Condition met through application of RAAF Base Aircraft Noise Management Plans (BANMPs) for Williamtown, Tindal, Darwin and Townsville. All BANMPs 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-M 04		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-M 05		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-M 06		Comply with noise complaint handling procedures as specified in Defence instructions. [WLM, TDL, DAR, TVL]	Ongoing. Condition met through application of RAAF Base Aircraft Noise Management Plans (BANMPs) for Williamtown (WLM), Tindal (TDL), Darwin (DAR) and Townsville (TVL). All BANMPs apply a consistent approach to complaint handling procedures in accordance the Air Force Aircraft Noise Management Strategy.
	2-M 07		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 per the Environment Impact Statement, and, 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 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 – January 2020, January 2021 - December 2022, and January 2023 – December 2024 published in July 2021, 2023, and 2026 respectively document the outcomes of the operational changes.

			From 2019 to 2022, Air Force conducted trials of specific profiles and conducted ongoing noise monitoring to assess the success of this corrective measure in accordance with Condition 1 and Condition 3. The outcome 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 Noise and Flight Path Activity 2021-22 biennial report. 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. Noise monitoring as reported in the 2021-22 biennial report, and the F-35A Biennial Report January 2023 to December 2024 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 2019-2020 biennial report period demonstrating improvements as a result of testing which changed the departure profiles aimed at increasing the altitude of departing aircraft. This activity 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 reports period (2019 – 2020, and 2021-23, and 2024-25). Noise monitoring also identified the 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 – F-35A Noise and Flight Path Activity January 2021- December 2022 Pages 48-50, Section 5.2 – 5.5 and Appendices E to H.
--	--	--	---

				F-35A Biennial Report January 2023 - December 2024 at Pages 40-49, Section 5 – 5.5 and Appendices E to H.
	2-M 08		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-M 09		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-M 10		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-M 11		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-M 12		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-M 13		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-M 14		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-M 15		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-M 16		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-M 17		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-M 18		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-M 19	Reduce or otherwise alter water catchments and areas that pond on-base to minimise roosting of birds. [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 10.1: 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-M 20	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-M 21	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).

			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-M 22	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-M 23	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-M	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.	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>

	24		[WLM]	(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-M 25		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-M 26		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-M 27		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-M 28		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-M 29		Minimise available food sources and foraging opportunities for birds and wildlife on base in accordance with the Bird and Animal Hazard Management System. [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-M 30		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-M 31		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-M 32		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 Envirosiences, 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-M 33		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-M 34		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-M 35		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-M 36		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 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), and Townsville Community Aviation Consultation Group.
	2-S0		Implement an Aircraft Noise Management System that will require each RAAF Base or Force	Condition met through development and publication of RAAF Base Aircraft Noise Management Plans (BANMPs) for Williamtown, Tindal, Darwin, Townsville and

	1		Element Group to develop an aircraft noise management plan.	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-S0 2		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-S0 3		Introduce new noise abatement procedures for RAAF Base Williamtown in October 2014.	Complied 2014. Noise abatement procedures were implemented at RAAF Base Williamtown in October 2014.
	2-S0 4		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-S0 5		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 – 2019-20, 2021-22 and 2023-24. F 35A Lightning II use of SAAWR has been limited to a single program since introduction in 2018. On 7 Oct 2021, two F-35As used the SAAWR, including the use of gunnery, between 2-2.30pm. There was a total of 18 passes over 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 operations occurring only to the above occasion, the data source is limited. 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.

6. Attachment B

2025 ANNUAL COMPLIANCE REPORT F-35A LIGHTNING II FLYING OPERATIONS

Condition 3F – Consultation and Notices

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: - Williamstown Advisory Group (up to 2 meetings each year); Darwin International Airport Community Consultation Group (up to 3 meetings each year); Amberley Consultative Working 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 each 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.

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

Local notifications

RAAF Base Williamstown local flying notifications are issued on a regular basis to local, state and federal government representatives. Notifications are also issued to advise Williamstown 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 2025		
Notice	Date	Topic
Media Alert x 24	Various	Specifically non-routine flying activities where applicable
Media Alert x 16	Various	Flypasts – WLM/Nelson Bay/Canberra/Sydney/ Darwin//East Sale, Special events such as Air Shows, Commemorative occasions
Coms Plans inc. – including Media Alerts; Media Releases	Throughout year	Exercises – Williamstown, Amberley, Townsville, Darwin, Tindal
Community engagement; media; release; public notifications ie Media release x 4; Public notices	January; July	Salt As Air Weapons Range and Evans Head Air Weapons Range

Consultation Forums	
Forum	Date
Williamstown Advisory Group	1 Meeting – Base personnel run/participate. Ongoing notifications/advisories
Darwin International Airport Community Consultation Group	2 meetings – Base personnel run/participate. Ongoing notifications/advisories
Amberley Community Consultation Forum	2 meetings – Base personnel run/participate. Nil relationship to F-35A operations. Ongoing notifications/advisories
Townsville Community Aviation Consultation Group	Townsville Airport lead – 1 meeting - Base personnel participate. Ongoing notifications/advisories