

WILLIAMTOWN ADVISORY GROUP (WAG) MEETING

19 AUGUST 2015

COMMENTS BY JOHN DONAHOO

Richard Antcliff – Hornet Overflights

1. Richard requests that the downwind leg for Hornets in the circuit landing on Runway 30 be extended to reduce noise at his house.
2. A Voluntary acquisition scheme is needed for severely affected local residents where proposed F-35A noise at their house is greater than 90 dBA.

Leonard O'Connell – Flooding on his Property

3. Any progress on proposal for Defence to fund a drainage study?

Consultation

4. There are two types – insincere and sincere
 - a. Insincere – involves ticking boxes and providing answers to different questions to the ones asked.
 - b. Sincere – means if you don't know the answer to a question, you say so, and then you get the questioner's contact details and assure them that a formal reply will be provided.

Civil Aircraft Operation over Medowie

5. The SADFO letter of 6 August 2015 advised that civil aviation noise abatement procedures only applied from 6.00 am to 8.00 am. This is contrary to previous advice. This period needs to be extended to 24 hours per day, and a map needs to be attached to the NOTAM that shows the flight track for aircraft departing on Runway 30 which should be located over the centre of Lake Grahamstown. All civil aircraft should be required to ascend at their maximum allowable rate of climb.

Aircraft Noise Level (ANL) Contours

6. A map showing ANL contours, overlaid with ANEF contours and F-35A flight paths (including altitude data), and average daily movements is needed to show potential developers and home purchasers all of the noise data relevant to them on a single map. Production of this map is in Defence's interests, as it should deter development in the 20-25 ANEF zones and in other areas where the F-35A noise is forecast to be greater than 85 dBA. Moreover, Defence is obliged to provide ANL data to enable acoustic engineers to calculate noise attenuation requirements for houses in noise affected areas. The AS 2021 shows ANL data for civil aircraft but no data is provided for military aircraft.

F-35A Spectral Data

7. Prima facie, the method for calculating spectral noise data for the required range of overall noise levels for the Hornet and the F-35A that was provided to Port Stephens Council in 30 April 2010 is incorrect. Defence should examine and correct errors where necessary. Moreover, this advice to Council is inconsistent with the draft EIS spectral data shown at Appendix F, Figure 87. When the third octaves are logarithmically added they do not coincide with values shown in the 2010 Defence letter. Spectral data is important as the AS 2021 requires it to be used for noise attenuation calculations when the required Aircraft Noise Reduction (ANR) is greater than 30 dBA. As the criterion for maximum noise permissible in a bedroom is 50 dBA, then where the ANL exceeds 80 dBA, spectral data is to be used.

Precision Approach Systems

8. Defence to advise progress on increasing the ILS glide path from 3 degrees to 3.5 degrees, and the installation of a precision approach system on Runway 30. The foregoing proposals will together reduce the intensity and frequency of noise at Riverview Ridge and Lakeside.

EIS Deficiencies

9. The EIS is deficient as it does not overtly state that Riverview Ridge will experience an 8 dBA noise increase. Moreover, the parallel runway option ANEF lines were prepared assuming the existing ILS would remain in situ thereby defeating the purpose of a second runway. The Environment Minister should be advised of the foregoing deficiencies.

Land Use Planning

10. The Port Stephens Council (PSC) and/or the NSW Department of Planning (DOP) should consider the introduction of additional development control in land adjacent to the Williamtown airfield. Firstly, the PSC Development Control Plan (DCP) on development in aircraft noise affected areas should be mandated by incorporating it as a State Environmental Planning Policy (SEPP), or, including it in the PSC Local Environmental Plan (LEP). Secondly, the PSC or DOP should mandate that where the ANL is greater than 85 dBA, and where a specific number of F-35A movements are exceeded, then noise attenuation to new houses is to be provided. This provision should be advisory where the ANL is greater than 70 dBA. The Final Report into Aircraft Noise Insulation for Residential Development in the Vicinity of Perth Airport is recommended reading for all WAG members.