

**Addendum:
WAG Meeting Notes – 17March2015.**

**Provided by Mr John Donahoo
Medowie Progress Association Rep**

1. Medowie - Salt Ash LAmx contours. This has been covered by separate correspondence. The contours do follow the laws of Physics. I set out to demonstrate that the contours were incorrectly located, but ended up proving they were correctly located.
2. In view of the considerable LAmx encroachment over Medowie including Wirreanda Public School by the F-35A compared to the Hornet, will Defence consider the use of Evans Head for most if not all of F-35A gunnery practice?
3. Will Defence provide some update on the progress of validation of the F-35A simulator at Forth Worth, as the Williamtown Noise maps are based on the results of the use of that simulator?
4. Riverview Ridge sound levels will be increased by 8 dBA for F-35A flights versus Hornets. Increase of Glide Path to 3.5 degrees and locating Runway 12 threshold closer to the sea will provide $2 + 1 = 3$ dBA reduction respectively. Increase is then $8 - 3 = 5$ dBA
5. Noise energy (hence human noise nuisance) at Riverview Ridge can be reduced by minimising Runway 12 ILS approaches. This can be achieved by the provision of a precision approach aid on Runway 30 which should be used as the preferred precision approach runway for F-35A movements accepting maximum permissible tailwind. The options available to Defence for the F-35A are as follows:
 - a. ILS on Runway 30
 - b. RNP 0.3 straight in approaches to Runway 30 (Defence to confirm previous verbal advise that the F-35A will be RNP 0.3 capable in 2020) (RNP is Required Navigation Performance and 0.3 is the plus or minus error in position in nautical miles. Airfield, aircraft and pilot all have to be certified if ICAO rules are adopted)
 - c. Ground Based Augmentation System (GBAS) (Defence to advise when the F-35A will be Joint Precision Approach Landing System (JPALS) capable) (JPALS capable aircraft can use the civil aviation GBAS. JPALS is the US military version of GBAS)
6. Release of F-35A and Hornet noise data has been separately raised with the Aircraft Noise Ombudsman
7. Bill George is concerned that noise measurements of Hornets using Salt Ash have not been taken to validate Salt Ash - Medowie LAmx published noise levels
8. WAG should have a subcommittee to work through noise details
9. Defence should engage consultants to develop Defence specific amendments to the civil aviation based ANEF land use planning system which better caters for noisy military air combat aircraft.