

Meeting Notes
WLM Advisory Group
- 2 July 2014

Attendees

AIRCDRE Tony Grady, SAAWR Rep - Bev Male, Trevor John – Hunter Regional Development; Marcus Lancaster – NAL; Tim Crosdale – Port Stephens Council; Jodie Calvert – NSW Premiers; Trevor John – RDA Hunter; West Medowie rep - Sue Hirsch; Geof Mansfield – NCC; Jodie Calvert – NSW Dept Premiers & Cabinet; Sandro Concurso – NPWS; Andrew Croft – NPWS; Andrew Smith – Worimi LALC

Guests: Carolyn Balint, Principal ESIA, Coffey Environments; Mike Rickard-Bell – B&K

Defence Representatives:

WGCDR Peter Cluff (Air Base Executive Officer), SQNLDR Michael Duggan (Executive Officer 26SQN), Brenin Presswell (Defence Support and Reform Group); N-NSW Environment Manager Helen Horn (Defence Support and Reform Group), GPCAPT Mick Brown; NACC, SQNLDR Andrew Pickett; Ian Hooper – NACC team

New members: John Donahoo – Medowie Ratepayers Assoc.; Lindsay Clout – Fern Bay

Apologies: Tricia Phillips – Oyster Cove Rep, Raymond Terrace Rep – Ross Osborn, East Medowie Rep - Bill George; Kristen Keegan – Hunter Business Chamber; Kerry Jamieson - Salt Ash Public School Principal; Malcolm St Hill - NSW Trade and Investment;

Senior Australian Defence Force Officer - Welcome

AIRCDRE Tony Grady welcomed all attendees to Williamtown Advisory Group (WAG) held at RAAF Base Williamtown. He reinforced Air Force's commitment to the WAG as a valuable forum for discussion with representatives from the base, industry, local stakeholders and state and local government.

Introductions around room

Minutes from May 2013 adopted

Adoption of Minutes – May 2013 meeting – Minutes uploaded to web as indicated in lieu of planned WAG meeting 6Feb14

Minutes adopted, seconded by Bev Male

Quick discussion ensued around the production of an Australian Noise Exposure Index as per the EIS for the F-35A.

Mrs Male stated she had documents that referred to the SAAWR operations with the introduction of the F-35A when Air Vice Marshall Brown released the revised ANEF in 2010.

GPCAPT Mick Brown advised remodelling done and revised the forecast.

Actions:

What	Who	When
Action 1: Confirm whether a certain number of days were identified for the F-35A to operate on the SAAWR.	SADFO	F35A JSF PER 2009 – see attached document tabled by B. Male.
Action 2: Is there an industry funded noise abatement program for Newcastle Airport Ltd? Action 3: Clarification on process for introduction of new aircraft?	NAL Rep	There is no noise abatement program. NAL receives very few noise complaints for civilian air traffic. 16 complaints in an 18 month period. No justification for that. NAL operates under a lease agreement with Defence. As a tenant, NAL formally applies for a new service. RAAF evaluate this application. There is no change of aircraft type ie 737-A320 in foreseeable future.
Action 4: Can we provide a link to the Federal Department of Environment – discussions around the list of conditions under which Defence is drafting the EIS?	DSRG/NACC	http://www.f35evolution.com.au , and then go to EIS process tab
Action 5: AF committed to look at the agenda for the next meeting	SADFO	<ul style="list-style-type: none"> • Agenda adapted to allow for greater discussion • Adherence to nominated timeframes
Action 6: Address B. Male's questions prior to the next meeting, and they will be presented to the meeting.	SADFO	WAG and WCF Minutes: http://www.airforce.gov.au/ go to Bases tab, then New South Wales, RAAF Base Williamtown

4. Updates: (if applicable) –**30 mins****WGCDR Peter Cluff - Air Base Executive Officer update:**

- F/A 18F Super Hornets from Numbers 1 and 6 Squadrons operated out of RAAF Base Williamtown during May.
- SAAWR use for 2013 was 51 days, and up to 2 July 2014 SAAWR use was at 31 days this far.
- During August and September, demolition of unexploded ordnants will be carried out on the range. Base will continue to advise neighbours of this activity.
- Runway works/extension would commence in the months following the Parliamentary works Committee visit, expected late Aug/Sep 2014.

AIRCDRE Grady comment:

Provided an update on the SAAWR Pop pattern - which is used approximately 4 days each year.

CDR authorised a trial which involved a small adjustment to the pattern to provide an element of relief for residents in the immediate vicinity of the recovery phase of the aircraft after carrying out the pop-to-dive pattern.

Base has received positive feedback, but also acknowledges that there has been some impact for residents living in the area to the north-west of the range.

Newcastle Airport Pty Ltd update

Report on terminal expansion plans which will add 2600 sq/m of space to precinct and will take 12 months to build. It will involve new building and retro-fit of terminal areas.

Port Stephens Council update – Newcastle Airport Precinct Land Use Study – 2014 have two main aspects such as an economic study and land use study.

NSW Trade and Investment

DAREZ moving ahead with the construction of Lockheed Martin offices, and proposal for a Hotel

Newcastle City Council

Action 1.

Asked of the status of the proposal to Defence Area Controlled Regulations 1989 for Protected Airspace.

Defence to provide information at next meeting

NPWS

NPWS advised an unmanned aerial system (operates 400ft) to be used for land and recreation planning for Worimi Conservation Lands had been purchased. NPWS advised that they undergone a rigorous process, but had worked with Defence/Base personnel to develop an Air Traffic Management Plan as required.

Community Representatives:

Sue Hirsch – West Medowie

Commented that people were just waiting for the EIS to come out. Interested in the actual noise monitoring, daily noise levels community is and will be subjected to with the F-35A, and current aircraft.

Bev Male – Salt Ash

Introduced John Donahoo – representing Medowie Ratepayers Association

Action 2:

Sought WAG to remind community panel members of their responsibility to pass information to those residents they represent.

Lindsay Clout – Fern Bay

Introduced himself as a new WLM Advisory Group member, and looking forward to being a part of this forum.

John Donahoo – Medowie

Mr Donahoo indicated he had been interested in this forum and was pleased to be in attendance.

Discussion centred around the need for the Australian Noise Exposure Forecast for RAAF Base Williamtown and Salt Ash Air Weapons Range 2025 (August 2011) needed to be clarified and linked to dBa (noise readings).

Presented documents to be tabled in the minutes.

Action 3.

Mr Donahoo requested a copy of the noise power distance table for the F-35A.

Mr Donahoo raised other queries around approach plates (operate in the US) which allows for a certain types of approaches to airports. Raised these questions so discussions could be had around this topic.

Concerns for people in Medowie as commercial aircraft are flying over Medowie.

Mr Donahoo believes an aircraft noise advocate should be provided by Defence to act on behalf of the community. He stated Canberra Airport established buffer zones, and believes that buffer zones should be purchased and established by Defence.

AIRCDRE Grady:

RAAF Base Williamtown is critical to Defence and there are no plans to have the Base moved. It would cost \$4Billion to move the Base.

Biggest threat to the Base was for it to be used as a 2nd runway for Sydney.

Action 4.

Does the F-35A have the ability to conduct curved approaches??

The F-35 will have the Required Navigation Performance (RNP) 0.3 capability as part of the first upgrade post System Design and Development, expect around 2020.

Project operation staff have assessed the ability to alter the approaches into Williamtown using this technology. While it has possibilities for commercial aircraft with two pilot operations for fast jet operations it is not practical for the majority of recoveries. Further this approach is not suitable as the other military aircraft operating at Williamtown do not have this technology and having different approaches could pose a safety risk.

Supplied by GPCAPT Mick Brown

Andrew Smith

CEO of Worimi Local Aboriginal Land Council

Introduced himself and the local Worimi community which consist of approx 3000 people in the Hunter.

5. Other Business

NFPMS presentation – DSRG Brenin Presswell; Bruel & Kjaer Mike Rickard-Bell

Mr Presswell outlined the improvements in information provision in terms of noise monitoring and reporting over the past 15 years. He provided an outline of the improvement made to the current Noise and Flight Path Monitoring System and advised it was a work in progress.

Mike Rickard-Bell provided an overview from a world-wide noise monitoring process and Defence's work to improve noise monitoring, and the way the information is presented to people.

(Please go to attached documents for overview of presentations)

Sue Hirsch commented that Defence should not hide information, and that activities would be better tolerated if people understood the reasons why military aircraft fly the way they do.

NACC Project: Clarification of key steps in the planned public consultation process for F-35A EIS project

Hawk 127 Lead In Fighter Audit Report (2013):

Group were advised that the Hawk 127 Environment Impact Statement Environmental Status Report August 2013 had been completed and submitted to Department of Environment (federal). The report is part of meeting the environmental conditions as determined by the Minister for the Environment in 2002. The Group were advised that the document would be uploaded to the Defence website –go to www.defence.gov.au/aircraftnoise; Environment, Hawk 127, Conditions and scroll down to locate 2013 Audit Report.

6. Next meeting – November 2014 – will include introduction to incoming Senior Australian Defence Force Officer for RAAF Base Williamtown.

7. Meeting concluded – 3pm

Actions:

What	Who	When
Action 1: Defence asked of the status of the proposal to Defence Area Controlled Regulations 1989 for Protected Airspace. Defence to provide information at next meeting	DSRG	Next meeting
Action 2: Mrs Male advised it was important for WLM Advisory Group community representatives be reminded of their responsibility to attend the forums, find a replacement if unavailable and pass information to those residents they represent.	SADFO/Air Force	
Action 3: Mr Donahoo requested a copy of the noise power distance table for the F-35A.	NACC	
Action 4: Does the F-35A have the ability to conduct curved approaches? Supplied by GPCAPT Mick Brown		The F-35 will have the Required Navigation Performance (RNP) 0.3 capability as part of the first upgrade post System Design and Development, expect

		<p>around 2020.</p> <p>Project operation staff have assessed the ability to alter the approaches into Williamtown using this technology. While it has possibilities for commercial aircraft with two pilot operations for fast jet operations it is not practical for the majority of recoveries.</p> <p>Further this approach is not suitable as the other military aircraft operating at Williamtown do not have this technology and having different approaches could pose a safety risk.</p>
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