Foreign Affairs, Defence and Trade Committee
Joint Strike Fighter Inquiry
Department of the Senate
PO Box 6100
Parliament House
Canberra ACT 2600

Dear Chairman and Committee Members

The Planned Acquisition of the F-35A Joint Strike Fighter

Please find following my submission to this Inquiry under:
Terms of Reference:
f. any other related matters.

I am a community member living in the town of Salt Ash, NSW, approximately 6 kilometers north east of the RAAF Base Williamtown and approximately 1.5 kilometers south for the Salt Ash Air Weapons Range (SAAWR). I live with my husband David Male. Multiple low flying military aircraft, tailgate, less then 500 metres above my home, conducting straffing, gunnery and bombing at targets 2 kilometers from my home. We live in a war zone with aircraft releasing weapons above homes.

Text in red indicates "cut and pasted" text from the Environmental Impact Statement 2014 (EIS).

Objection to JSF using the Salt Ash Air Weapons Range producing higher noise levels while straffing and air to ground operations.

The maximum noise levels from the JSF's proposed use at the SAAWR are unacceptable. EIS Figure 71 of Volume 10 (maximum noise levels - SAAWR) underestimates the maximum noise levels from the JSF. Ray Tumney, Acoustic Engineer at Hunter Acoustics, has completed current noise monitoring.approximately 200 metres from my residence in Rookes Rd, Salt Ash. His report states readings in the range of the **mid 90dbA** for the F 18. This attended noise monitoring undertaken clearly shows a significant discrepancy between the draft EIS and his findings. Compared to the F/A-18A/B Hornet aircraft, the F-35A aircraft has a more powerful engine, resulting in two and a half higher potential noise emissions. **Clearly the noise modeling is wrong.**

EIS Table 9.2 states:

Aircraft	Cruising dB LAmax	Military thrust dB LAmax
F/A 18 Hornet	91	98
F-35	85	110

Objection to the of use SAAWR as it has never been upgraded beyond the 32 sq kilometers.

The SAAWR is too small. It is only 32 sq kilometers in total size including the fall out zone. The current F/A-18 and Hawks fire their guns outside the SAAWR, over private homes, aiming at targets within the Range. This has been confirmed by RAAF staff during meetings with the Salt Ash community.

This action confirms our homes are being used as part of a Defence Practice Area. This action cannot be contained within the SAAWR as stated in the Government Gazette.

Information supplied to the general public is ambiguous, untrustworthy and too complex to read and understand.
I have never read anything so **ambiguous** as the hypothetical language in the EIS.
Examples;

"have been assumed
while subject to change
variations may occur
intend to generally adopt
avoid populated areas (where practicable)
should be minimised
should be avoided
in the absent of criteria "

The EIS document totally mislead the community regarding the township of Salt Ash. Salt Ash was overlooked. It is the oldest and closest township to the SAAWR and RAAF Base. This was not a "one off" and included omission from maps. Eg:
"The sensitive receptors relevant to this assessment include:
• **Residential areas**, comprising:
– Cabbage Tree Road.
– Medowie West.
– Medowie East.
– Raymond Terrace South.
– SAAWR South.
– Tanilba Bay.
– Fullerton Cove.
The township of Raymond Terrace is the nearest township located approximately 9 km northwest of RAAF Base Williamtown. "
This is one of the untrue statement. **The township of Salt Ash is approximately 6 km from the Williamtown Base.** Reference is made to a fictional "Residential areas" of "SAAWR South.". No such place exist.
What will the actual effects of the F-35A JSF noise levels be in the following areas?
(a) Tonia Ave and Micheal Drive Salt Ash.
(b) Rookes Rd and Lemon Tree Passage Rd Salt Ash.
(c) Marsh Rd, Bobs Farm.
(d) Parkland Estates, Salt Ash.
(e) Nelson Bay Rd, Retirement Village Williamtown.

Objection to Noise Readings/ Health studies.

The EIS is a great demonstration of the ability to "cut and paste" from older and out of date documents. The EIS does not adequately address sleep disturbance for shift workers. Ray Tumney, Acoustic Engineer report has advised, readings in the **mid 90dbA is a risk to people in relation to noise induced stress**. Loud noise exposure at anytime during one's lifetime can have damaging results. Childhood noise exposure may cause hearing loss later in life. It is critical to protect vulnerable populations like the elderly and children from loud noise. It can course adult hearing lose and future consequences of the loss of this vital sense. There is a pre school Centre and school at Salt Ash. School and elderly residential care at Tanilba Bay, primary school at Bob Farms and a retirement complex at Williamtown.

• Hearing protection – long-term exposure:

– NSW Work Health and Safety Regulation 2011 and Commonwealth Work Health and Safety Regulation 2011 define an occupational exposure limit of 85 dB LAeq,8h. (EIS)

At 90 dBA with a Time Weighted Average of 8 hours, noise protection intervention is required.

At 110 dBA maximum exposure is 1 minute 29 seconds. Continued exposure over time at 85 dBA will cause hearing damage. At 140 dB one exposure may cause permanent damage and pain. **I have recorded many times over 100 dBA at my back door in Salt Ash with the current military F 18.**

With the change to the noise volume at Sydney Airport the Australian Government paid for noise insulation of homes.

Low altitude procedures under the proposed flying operations of the F-35A aircraft **could reach approximately 110dbA**. (EIS) The noise level is **unacceptable.**

The Australian Government will be liable for compensation for residents if it is demonstrated that the JSF noise levels at the SAAWR have been underestimated.

State Government agencies require noise attenuation or voluntary acquisition of homes when noise levels increase next to peoples homes. **(**eg. NSW Roads and Maritime Services when upgrading existing roads etc).

I have already lost my enjoyment of my home during the low flying of military jets using the SAAWR. I am unable to talk on the phone, have conversations within my property, or watch TV. Noise affects how we live. It affects our activities of daily living, and the ability to enjoy life. The most documented subjective response to noise is annoyance. The louder the aircraft noise the less an individual is able to adapt. We need to leave our home and travel away from the continuous, low flying, tailgating military aircraft.

There has been no assessment on the "negative impacts" on the community of Salt Ash by the introduction of the F-35 JSF. The Federal Government is making us live in a **war zone** using the SAAWR, day and night, for low flying practice of straffing, gunnery and bombing.

Research conducted by W. C. Meecham and W. Shaw shows a link with jet noise and mortality rates. One study conducted by Meister and Donatelle (2000), using four

neighborhoods exposed to commercial aircraft airports and two control group communities (no aircraft noise), found noise annoyance very stressful for the exposed neighborhoods. All health measures were significantly worse in the exposed communities than the control communities.
This study confirmed the strong link between aircraft noise, stress load and decreased health consequences. It also confirms aircraft noise seriously affects a person's sense of well being as measured by a "sense of vitality." Below, the Generalized Etiology Framework (Meister & Donatelle 2000) adeptly uncovers the etiology of commercial aircraft noise on human health.

Chronic Commercial Aircraft Noise Exposure → Increased Stress Load → Chronic Psycho-physiological Stress Activation → Adverse Health Effects + Reduced Quality of Life.

The Washington State (Chapter 70.107 RCW NOISE CONTROL/WAC 173-60) state that the maximum noise in a residential setting should be no greater than **55dBA** and between 10pm-7am the maximum noise should be reduced by 10dBA = 45dBA.

The citizens of Coupeville Washington are chronically exposed to loud, low-flying military aircraft. **Studies confirm** a host of diseases and injuries are associated with this type of noise hazard such as but not limited to: stress, psychosocial trauma, increased potential for accidents, decreased memory and cognitive function and lastly cardiac disease ending in potential death by myocardial infarction. Recommendations include implementing industrial hygiene control measures starting with eliminating the hazard. **Further recommendations include conducting a well thought out Environmental Impact Statement in conjunction with a Health Impact Assessment.** Both **must have stakeholder involvement** including Coupeville citizens to fully assess determinants of health and community impact.

No health studies were conducted by the EIS for the JSF.

Aircraft hazard and risk.
The F -35 JSF is a totally different military jet. It is a heaver, larger, singled engined jet. Still in the development and testing stage.
"There is limited data available upon which to assess the likely accident or incident rate or its system reliability for the F-35A aircraft." (draft EIS). Concerns in the community regarding engine failure over any community will have terrible consequences.

Regards

Mrs Beverley Male