

Forum On Western Sydney Airport

DRAFT

Record of Meeting 5
2:00pm – 4:00pm, Saturday 2 June 2018
Penrith Leagues Club, Penrith
Chair: Professor Peter Shergold AC

Item	Description	Key Discussion Points	Action Items
1.	Welcome from the Chair and confirmation of agenda	<p>The Chair, Professor Peter Shergold AC, welcomed members to the fifth meeting of Forum On Western Sydney Airport (FOWSA).</p> <p>The Chair introduced himself, welcomed the public members viewing the meeting, and noted that this was the first open meeting of FOWSA. He noted that he recognised a number of faces in the public viewing area from the approximately 250 people who attended the drop in sessions held over the last few days.</p> <p>The Chair briefly summarised what to expect from the meeting, including:</p> <ul style="list-style-type: none">• that the meeting format would be as per a normal FOWSA meeting, and• that additional time would be made available at the end of the meeting to address a number of questions submitted by the public. <p>The Chair then formally acknowledged the Traditional Owners of the land on which the meeting was being conducted.</p> <p>The Chair provided a brief introduction and overview of FOWSA for the public viewers. The following points were noted:</p> <ul style="list-style-type: none">• FOWSA was established in 2016;• FOWSA is not unique – all major airports have a Community Aviation Consultation Group – however, this is the first time a community forum has been established before the airport has been built;• FOWSA has two key areas of interest – the planning and design of airspace arrangements, and to maximise the significant job and business opportunities created by the airport and proposed aerotropolis (e.g. aerospace and high tech jobs);	

		<ul style="list-style-type: none"> • FOWSA is not a forum to debate whether or not the airport is to be built, nor is it a decision-making body. Rather, it is a community consultation group for the duration of the airport planning and construction phase, through to operation; and • the forum consists of 22 members, ranging across community, state and local government, industry and Commonwealth representatives; • FOWSA aims to connect with the community by way of newsletters, passing on updates and answering questions. <p>The Chair noted that some of the information to be considered by FOWSA would include information on the Western Sydney City Deal, and earthworks on the WSA site, which are due to start in the second half of this year.</p> <p>The Chair encouraged members of the community to send their questions to FOWSA, and confirmed that questions would be answered as they came in.</p> <p>The Chair acknowledged apologies received (see Appendix B of this meeting record) and welcomed delegates representing FOWSA members unable to attend the meeting. The Chair also welcomed first-time attendees, including Lindy Deitz (Campbelltown City Council), Britt Walters (Qantas), and Cr Paul Rasmussen (Hawkesbury City Council).</p> <p>The Chair noted that Luke Nicholls was attending his last FOWSA meeting as a representative of the Blue Mountains City Council, and thanked him for his contributions.</p> <p>The Chair invited Mr Michael Gregory from the Department of Infrastructure, Regional Development and Cities (the Department) to provide a Western Sydney Airport project update, noting that this was a standing agenda item for all FOWSA meetings.</p>	
2.	Department of Infrastructure update (Department)	<p>Mr Gregory gave a brief overview of the airspace and flight path design process, noting progress on Phase 1 (Planning Phase) activities, including:</p> <ul style="list-style-type: none"> • establishment of FOWSA; • establishment of the aviation Expert Steering Group (ESG) - a project governance group, to oversight the airspace design process, consisting of members of the 	

		<p>Department, CASA, Airservices Australia and WSA Co. The Chair of FOWSA is an ex officio member of the group; and</p> <ul style="list-style-type: none"> • engagement of the project design team. <p>Next steps include consulting with industry to collect user requirements and the collection of other baseline data to enable airspace concept options to be designed and assessed against the key criteria of safety, efficiency, capacity and environmental impact.</p> <p>Mr Gregory stated that the Department expects to consult with the community on a preferred airspace design in about 3 years' time. To inform this step, the Department will refer the preferred preliminary airspace and flight path design to the Environment Minister, who will direct environmental assessment and community consultation requirements.</p> <p>Mr Gregory provided an update on the Aboriginal Cultural Heritage Program and noted that:</p> <ul style="list-style-type: none"> • six (6) Aboriginal Stakeholder Forums have been held to date; • an initial survey and salvage program has been completed (Jan to April 2018) in areas to be affected by early works; • following the recent signing of the airport lease, WSA Co is responsible for preparing and submitting for approval an Aboriginal Cultural Heritage Construction Environmental Management Plan (CEMP) prior to earthworks commencing later this year; and • the Department will be responsible for stakeholder engagement on a potential Aboriginal cultural heritage keeping place. <p>Mr Gregory provided an update on biodiversity activities, and noted that the Department is responsible for:</p> <ul style="list-style-type: none"> • funding a five-year Native Seed Production Area program with Greening Australia to restore biodiversity across the Cumberland Plain; • supporting a Threatened Flora Propagation Plan, which is being implemented by the Australian Botanic Garden Mount Annan; • developing a Biodiversity Offset Delivery Plan (BODP), which requires approval by the Environment Minister or a Senior Executive Service officer of the Department of the Environment and Energy before earthworks commence later 	
--	--	--	--

		in 2018. The Department has consulted with a Biodiversity Experts Group in developing this plan.	
3.	WSA Co update	<p>The Chair introduced Mr Paul O’Sullivan, Chair of WSA Co.</p> <p>Mr O’Sullivan introduced Mr Graham Millett, CEO of WSA Co and Maryanne Graham, Head of Corporate Affairs at WSA Co. Mr O’Sullivan provided an overview of the company and its activities, noting:</p> <ul style="list-style-type: none"> • WSA Co has now taken on the lease for the Western Sydney Airport site; • WSA Co’s role is to build and operate the airport; • WSA Co is now a member of FOWSA, which is a critical place to listen to community views and provides an opportunity to present information; and • WSA Co’s recent project milestone of providing the Draft Site Layout for the airport to the Commonwealth for review and approval. <p>Mr O’Sullivan asked Mr Millett to present the WSA Co update.</p> <p>Mr Millett provided a presentation on WSA which included the following key points:</p> <ul style="list-style-type: none"> • WSA Co’s vision for WSA is that it will be the gateway of choice to Australia and the world, connecting people, places and opportunities; • WSA will grow beyond the initial conceptual design (to service 10 million annual passenger movements by around 2031) and become a significant freight hub; • WSA represents the third largest earthworks project in Australian history; • at 1780 hectares, the WSA site is approximately twice the size of Sydney (Kingsford Smith) Airport; • the Stage 1 development is for a single 3700 m runway, with the long-term development plan including a second 3700 m parallel runway that is expected to be required around 2050 (as demand approaches 37 million annual passenger movements); • multiple stakeholder meetings / community engagement processes are underway – approximately 100 groups being consulted in total; and • WSA Co understands the need to minimise negative impacts of airport development on the local community. 	

		<p>Mr Millett then focused on a number of specific topics. These included:</p> <p><u>Connectivity</u></p> <ul style="list-style-type: none"> • commitments under the Western Sydney City Deal including transport services; WSA Co's digital action plan and 5G strategy; The Northern Road upgrade, construction of the M12, and local road upgrades; • WSA will be Sydney's premier airport and the nation's first fully digital airport; <p><u>Rail</u></p> <ul style="list-style-type: none"> • a rail link to the airport will be available from day one; • the Australian and NSW governments are working together on delivery of rail connections; • the North-South Rail Link Business Case is currently underway and is due to be released by December 2019; <p><u>Employment and Education</u></p> <ul style="list-style-type: none"> • 11,000 direct and indirect jobs will be generated in the construction phase; • a further 27,000 jobs will be generated in the first five years of operation, with job increases over time; • 30% of the workforce is to be sourced from the local area, with this target ramping up to 50% once the airport is fully operational; • WSA Co's employment targets also include a diversity target of 10%, an Indigenous construction workforce target of 2.4%, and a learning workforce target of 20% by 2025; • WSA Co will partner with the education and training sectors as well as other key industry sectors to provide traineeships, internships and trade qualifications tailored for the airport during both construction and operation; • WSA Co understands the need to develop skills across the industry sectors that will support the airport precinct, including tourism, hospitality, health and education; • WSA Co is talking with TAFE, high schools and other educational institutions will occur, working towards the development of a skilled workforce. <p>Mr Millett concluded by noting that:</p> <ul style="list-style-type: none"> • the on-site transmission line relocation is well-advanced and on schedule to be completed in 2019; 	
--	--	---	--

		<ul style="list-style-type: none"> • a number of procurements are underway and the early earthworks contract is expected to be awarded in coming weeks; • WSA Co is working with the Commonwealth to finalise the airport site layout; • WSA Co is looking for a terminal building design that is iconic; and • the main works package expression of interest will be released later this year. <p>Dr Mike Freeland, Federal Member for Macarthur, queried the information provided to date on the rail link, noting that a full rail link to the south (i.e. Macarthur) is not yet confirmed. Mr Millett stated that the Rail Business Case would be considering all options, and more information would be available once the report is released. The study is expected to be completed by the end of 2019.</p> <p>Cr Paul Rasmussen, Hawkesbury City Council, asked if WSA Co is leading the aerotropolis planning. Mr Millett confirmed that the State Government would lead this development.</p>	
4.	Northrop Grumman Electronic Sustainment Centre of Excellence presentation	<p>Mr Ian Irving, CEO of Northrop Grumman Australia spoke about the company's current presence in Australia and its proposed \$50 million investment in an Electronic Centre of Excellence to be created in Western Sydney. The centre will initially be built in Richmond and then moved to WSA after the airport's business precinct is established.</p> <p>Mr Irving gave a brief overview of Northrop Grumman's history and current projects, along with plans to increase its current Australian workforce from 500 to 1,000 persons by 2021. Northrop Grumman needs an environment steeped in innovation, and WSA will create a vibrant hub and eco system with 21st century jobs. Mr Irving compared WSA and the planned Badgerys Creek aerotropolis to Raleigh-Durham and Dulles in the USA, as examples of aerotropolises that bring together academia, large companies and small start-ups.</p> <p>Mr Bob Germaine, representing Regional Development Australia Sydney, asked whether small to medium enterprises could interact with a business as large as Northrop Grumman. Mr Irving noted that such opportunities could be realised through supply chain collaboration, which would open global opportunities that small to medium enterprises may not otherwise have access to without working with a national or international company.</p>	

5.	NSW TAFE presentation	<p>Mr Michael Cullen, Regional Manager for NSW TAFE, spoke about TAFE's plans to:</p> <ul style="list-style-type: none"> • develop a TAFE Skills Exchange near Western Sydney Airport, which will provide local training for the workers needed to construct the airport and other major projects; • establish a permanent training facility in the Badgerys Creek aerotropolis, which will focus on construction, aviation and aeronautical-related engineering; and • help meet Indigenous, social and local population targets, including WSA Co's 2.4 per cent construction-phase Indigenous employment target, and a 3 per cent Indigenous procurement target for construction projects in the district. <p>Mr Cullen provided the following statistics on:</p> <ul style="list-style-type: none"> • the Western Sydney Region <ul style="list-style-type: none"> ○ there are currently a quarter of a million graduates in Western Sydney, most of whom need to travel long distances for work; ○ 65% of graduates still live in Western Sydney, but only 32% work there; ○ expected population growth from 2.2 million in 2016 to more than 3 million by 2036; ○ 160 languages spoken in the area, noting most businesses look for people able to work in a multicultural environment; • the current TAFE NSW facilities in Western Sydney <ul style="list-style-type: none"> ○ more than 90,000 enrolments; ○ over 14 local government areas; and ○ 21 campuses. <p>Mr Cullen noted that TAFE Skills Exchanges were steadily moving west, with locations currently being Bangaroo, Darling Harbor, Parramatta and Liverpool. The Bangaroo Skills Exchange was used as an example of success, with:</p> <ul style="list-style-type: none"> • 45,000 training outcomes • 13,000 people trained • 849 apprentices (with a completion rate of 84%) • 15% increase in productivity • 39% increase in earning potential • social return of \$11.76 for every dollar invested. 	
----	-----------------------	---	--

		<p>Sydney Metro is a key partner at the moment, along with Landcom, Liverpool City Council, City of Parramatta, Westconnex, Northconnex, Lendlease and now WSA Co.</p> <p>TAFE offers multiple training pathways from Cert II to Advanced Diplomas.</p> <p>Mr Jacob Idiculas, FOWSA Community Member for Fairfield, queried what opportunities were expected to arise for young people in the region. Mr Cullen noted there would be a high demand across the board for young workers, but in particular, he expected the infrastructure, transport and logistics industries to boom, and that any infrastructure related trades and apprentices would also be in high demand. He also noted that the demand for language and adult migration courses is expected to increase.</p> <p>Dr Freelandier queried whether TAFE was looking to expand its high school training programs to support new jobs generated by the airport and aerotropolis. Mr Cullen stated that the school-based Vocational Education and Training (VET) program was working well and spoke about the Youth Engagement Strategy (YES) TAFE program. He commented that a key issue was holding people in their apprenticeships.</p>	
6.	Other Business	<p>The Chair confirmed the next FOWSA meeting would be 9am-2pm on 26 October 2018, and will include a discussion on meeting dates for 2019 including timing for one general meeting in 2019 to be open to the public.</p> <p>Other agenda items being considered for the next meeting include:</p> <ul style="list-style-type: none"> • discussion on the NSW Department of Planning and Environment’s Interim Land Use and Infrastructure Implementation Plan; • an update on the Aboriginal Cultural Heritage Program; and • a presentation from the Brisbane Airport Group on its New Parallel Runway project. 	
7.	Q & A Session (questions submitted from the community, Department, WSA Co, FOWSA Chair	<p>The Chair updated FOWSA on the questions submitted to the FOWSA inbox in response to an invitation for members of the public to ask FOWSA about issues relating to the forum and the airport project more generally. Key points included:</p> <ul style="list-style-type: none"> • before the meeting, 45 questions were received from approximately 25 people; • acknowledgement that there is capacity to answer only some questions during this meeting, but that all questions will be answered on the Department’s project website; 	

	<p>& FOWSA members)</p>	<ul style="list-style-type: none"> • members of the public can ask further questions using the submission forms that will be available at the end of the meeting; and • questions being answered during the meeting were picked based on the volume of questions that were similar in nature. 	
	<p>Question 1. “Why is the airport going ahead without a curfew?”</p>	<p>Asked by the Chair.</p> <p>Addressed by Mr Garth Taylor of the Department, who noted that:</p> <ul style="list-style-type: none"> • 30% of total questions submitted revolved around this question and the issue was also raised by community members at the community information drop-in sessions; • issues relating to the availability of 24-hr airport operations do not necessarily relate to whether or not a curfew is in place; • curfews are put in place where it is assessed the community can’t otherwise be protected from noise impacts. WSA is being developed with strict community protections in place: <ul style="list-style-type: none"> ○ the first community protection at WSA began around 1991, when a Section 117 Direction was put in place by the NSW Government to prevent new residences being built within the highest noise exposure zones depicted in the 1985 Environmental Impact Statement (EIS). ○ preparing for the expected long-term impact is the second community protection. New residential development will be prevented in the 20 ANEC (Australian Noise Exposure Concept) zone and above, based on the airport’s ultimate capacity with two runways; ○ a third protection is that the Airport Plan sets out that a Noise Management Plan must be prepared. Condition 16(7) states ‘the Infrastructure Department must develop a noise insulation and property acquisition policy in relation to the Aircraft Overflight Noise for buildings outside the airport site, having regard to the 24 hour nature of the airport’. This will apply to existing residences within the high noise exposure zone. • The Hon Paul Fletcher MP (Minister for Urban Infrastructure and Cities) and the Hon Anthony Roberts MA (NSW Minister for Planning) recently issued a media release stating that policies that are to be put in place for the Western Sydney Airport are the most stringent ANEF (Australian Noise Exposure Forecast) control in the country. 	

	<ul style="list-style-type: none"> • By preventing residential development in the higher noise zone, by ensuring the protection is based on the longer-term growth of the airport, and by developing a noise insulation and property acquisition policy for residents in the high noise zone, the community will have stronger protections than at other airports. 	
<p>Question 2. “What information is available on land use planning and zoning?”</p>	<p>The Chair noted that this question had been asked in a variety of ways, including to the Chair personally during recent drop-in sessions.</p> <p>Addressed by Chair, who noted that:</p> <ul style="list-style-type: none"> • this is not a query that can be answered by FOWSA or the Commonwealth; • he had passed the question on to the NSW Government to the relevant agency - NSW Department of Planning and Environment who advised they are preparing an Interim Land Use and Infrastructure Implementation Plan (LUIIP), which will be a guide to future growth around the Western Sydney Airport; • the LUIIP will not zone land, but will show how land can be developed for a range of uses; • he understands the plan will have flexibility to respond to the changing needs of the community as the airport grows and as its economic influence increases; • the Interim Plan will embrace the opportunities set out in the Western Sydney City Deal, the Future Transport Strategy and the Western City District Plan; and • the Interim Plan is expected to be released over the next few months. 	
<p>Question 3. “How was the Environmental Impact Statement carried out without knowing where the flight paths would be located?”</p>	<p>Asked by Ms Lee de Winton, the Chief Executive of Sydney Metro Airports.</p> <p>Addressed by Mr Michael Gregory of the Department, who noted:</p> <ul style="list-style-type: none"> • the indicative flight paths developed for the EIS a couple of years ago were developed to ensure that Western Sydney Airport could exist safely and efficiently alongside Sydney Airport and within the Sydney basin, from an air traffic management perspective; <ul style="list-style-type: none"> ○ this is a key first step for assessing airspace change in Australian airspace and is a common airspace and flight path design process that you see carried out at other Australian airports; ○ the Brisbane Airport New Parallel Runway Project is an example. The airport released its draft EIS in 2006. Since then the airport has worked through technical requirements and consultations, and is expected to finalise its flight path arrangements by the end of 2018; 	

	<ul style="list-style-type: none"> • through the Airport Plan, the Department is conditioned by the Environment Minister to undertake a formal and defined process for finalising the flight paths over the next several years; • the formal process is informed by several flight path design principles that exist in the Airport Plan, such as: <ul style="list-style-type: none"> ○ aircraft overflights of residential areas and noise sensitive facilities will be avoided to the maximum extent possible; ○ aircraft arrivals will not converge through a singly merge point over Blaxland or any other single residential area; ○ airspace and flight path design must minimise, to the extent practicable, impacts of aircraft overflight noise on the Greater Blue Mountains World Heritage Area and Wilderness Areas; ○ head-to-head operations to and from the south-west of the airport, when it is safe to do so, will be investigated in detail and evaluated and assessed as a possible preferred option for managing noise at night time; and ○ extensive consultation with industry, the community, other airspace users and stakeholders will be undertaken through these several years of designing the flight paths; • the Department is required to refer the preferred airspace and flight path design to the Environment Minister for an independent assessment. Community consultation will be an ongoing feature of the airspace design. 	
<p>Question 4. “What will the Government do to protect residents from intrusive levels of noise [from the airport]?”</p>	<p>Asked by Ms Alison Morgan, Director of the City Deal Program Management Office, NSW Department of Premier & Cabinet.</p> <p>Addressed by Mr Garth Taylor of the Department, who noted that:</p> <ul style="list-style-type: none"> • in addition to the previous three points raised regarding community protections from aircraft overflight noise (i.e. preventing proximity, planning for the long-term noise footprint and policy protections for those already living in the highest noise exposure areas), there are two other noise mitigation considerations: <ul style="list-style-type: none"> ○ the first is airspace design, which can, with the use of satellite technology and other navigational practices, result in aircraft flying very defined flight paths; and ○ the second is ground noise (from engine run ups, test bays etc.), which can be mitigated by taking account of this noise in the airport layout 	

	design. This is a design matter that sits with WSA Co and is assessed by the Department of Infrastructure.	
Question 5. “Will Badgerys Creek Road be closed when airport construction starts?”	<p>Asked by Mr Wayne Willmington, FOWSA Community Member and President of the Penrith Valley Chamber of Commerce.</p> <p>Addressed by Mr Graham Millett, CEO of WSA Co, who advised:</p> <ul style="list-style-type: none"> • it was WSA Co’s intention to keep Badgerys Creek Road open as long as possible, with current expectations that it will remain open right through to 2026; and • minor detours may be required from time to time; however, WSA Co is working with Liverpool City Council and with the NSW Roads and Maritime Services to ensure minimal disruptions to traffic flow. 	
Question 6. “Will the airport impact the Blue Mountains World Heritage Listing?”	<p>Asked by Jo Bromilow, FOWSA Community Member for the Blue Mountains and President of the Blaxland Chambers.</p> <p>Addressed by Mr Garth Taylor who noted that:</p> <ul style="list-style-type: none"> • this question was asked a number of times over the past few days in the Community Information Sessions; • there is no indication that the airport will impact the Greater Blue Mountains World Heritage listing; • two comprehensive Environmental Impact Statements have been done for the airport in the last 20 years; <ul style="list-style-type: none"> ○ the first was in 1997 - 1999 and was conducted at the same time that the Greater Blue Mountains World Heritage listing was being considered by the World Heritage Committee; ○ the World Heritage Committee reviewed the Environmental Impact Statement for the proposed airport in 1999 in the light that it would go ahead and the inscription occurred at the time, in 2000; • the second Environmental Impact Statement was conducted from 2014 to 2016 and concluded that there were no direct or indirect threats from the airport to the World Heritage listing of the Greater Blue Mountains; • in June 2017, the World Heritage Centre released a public statement because there was some community concern about the status of the World Heritage listing. The Centre’s statement confirmed that they were working in close collaboration 	

	with relevant Australian authorities and that documentation, including the Western Sydney Airport Environmental Impact Statement of 2016, was provided to the IUCN. The statement raises no specific issues of concern relating to the area's World Heritage listing.	
Question 7. "Is the airport project on track, and are first flights still scheduled to be landing and leaving by 2026?" (and "what is the commitment to using local workers?")	<p>Asked by the Chair.</p> <p>Addressed by Mr Graham Millett, CEO WSA Co, who advised that:</p> <ul style="list-style-type: none"> • progress and planning to date shows that the airport will open in December 2026; • it is important to WSA Co to open as early as possible to ensure that the Western Sydney area receives the types of socioeconomic benefits that a major piece of infrastructure (such as the airport) will bring to the area; • WSA Co has a commitment to jobs during construction - at least 30% of the people working on the construction will need to come from Western Sydney, 20% need to be in learning type jobs, and once the airport becomes operational 50% of workers will be coming from Western Sydney; • 2.4% of the construction work force as a minimum will be Indigenous and 3% of the value of the procurements will go to Indigenous companies; and • while the targets set are ambitious by standards that have been achieved by construction firms to date, WSA Co are committed to achieving them. 	
Question 8. "How often does FOWSA meet and how can I stay in contact?"	<p>Asked and addressed by the Chair who advised:</p> <ul style="list-style-type: none"> • FOWSA meets 3 or 4 times per year and meetings last for approx. 4-5 hours; • the next meeting is in October 2018; • in between FOWSA meetings, he (the Chair) also holds individual meetings. Recent examples include: <ul style="list-style-type: none"> ○ RAWSA ○ Susan Templeman MP – Federal Member for Macquarie ○ Blue Mountains City Council ○ Blue Mountains Chamber of Commerce ○ Paul Fletcher MP – Federal Member for Bradfield, Minister for Urban Infrastructure and Cities ○ Anthony Albanese MP - Federal Member for Grayndler ○ John Black, TAFE; • there are multiple ways to get in touch with FOWSA, including: <ul style="list-style-type: none"> ○ the FOWSA website, which is at www.westernsydneyairport.gov.au; and 	

		<ul style="list-style-type: none"> ○ email: FOWSA@infrastructure.gov.au. • FOWSA will respond to all emailed questions. 	
8.	Afternoon tea	The Chair thanked everyone for their attendance and invited members of the public to join FOWSA members at afternoon tea, where discussions could continue.	

Status of Outstanding Action ItemsMeeting 1, 26 May 2017

Action Item Number	Action Item	Status
4	FOWSA Secretariat to distribute meeting papers to members electronically at least one week in advance of FOWSA.	Ongoing.

Meeting 3, 21 November 2017

Action Item Number	Action Item	Status
6	FOWSA Secretariat to include an item in the Meeting 4 agenda on aircraft noise-related planning controls proposed in the Land Use and Infrastructure Implementation Plan for the Western Sydney Airport Priority Growth Area.	Postponed until future meeting pending release of the Plan. The Secretariat expects to place a LUIIP status update on the 26 October 2018 FOWSA agenda.

Meeting 4, 16 March 2018

Action Item Number	Action Item	Status
1	Secretariat to invite Brisbane Airport Corporation to present on the New Parallel Runway project at a future FOWSA meeting.	To be completed.
2	Secretariat to provide additional information to members regarding the community drop-in information sessions and June FOWSA meeting once arrangements are finalised.	Completed

Meeting 5, 2 June 2018

Action Item Number	Action Item	Status
1	Questions submitted to FOWSA for the open general meeting are to be responded to and published on the website.	To be completed and published with the meeting record for FOWSA's 02 June meeting.

Attendees

Professor Peter Shergold AC (Chair) – Chancellor, Western Sydney University
Ms Karen Correy – Office of Senator the Hon Marise Payne
Ms Alison Morgan – Director, Sydney Region, New South Wales Department of Premier and Cabinet
Ms Kiersten Fishburn – CEO, Liverpool City Council
Ms Joanne Bromilow – Resident of Blaxland
Mr Jacob Idiculas – Resident of Bossley Park
Mr John Walton – Resident of Silverdale
Mr Wayne Willmington – Resident of Luddenham
Mr Bob Germaine – Regional Development Australia Sydney
Ms Lee de Winton – CEO, Sydney Metro Airports Bankstown and Camden
Dr Mike Freelander MP – Federal Member for Macarthur
Cr John Thain – Mayor, Penrith City Council
Mrs Britt Walters – Industry Affairs Manager, Qantas Group
Ms Lindy Deitz – General Manager, Campbelltown City Council
Mr Luke Nicholls – Blue Mountains City Council
Cr Paul Rasmussen – Hawkesbury City Council

Apologies

Senator the Hon Marise Payne – Senator for New South Wales (represented by proxy)
Ms Anne Stanley MP – Federal Member for Werriwa
Mr Christopher Patterson MP – New South Wales State Member for Camden
Mr Gordon Henwood – Resident of Mulgoa
Mr David Borger – Western Sydney Director, Sydney Business Chamber
Mr Adrian Slootjes – Manager, Air Traffic Management and Meteorology, Virgin Australia
Mr Mike Higgins – CEO, Regional Aviation Association of Australia
Ms Adriana Care – Resident of Camden-Narellan