



**Australian Government**

**Department of Infrastructure, Transport,  
Regional Development, Communications and the Arts**

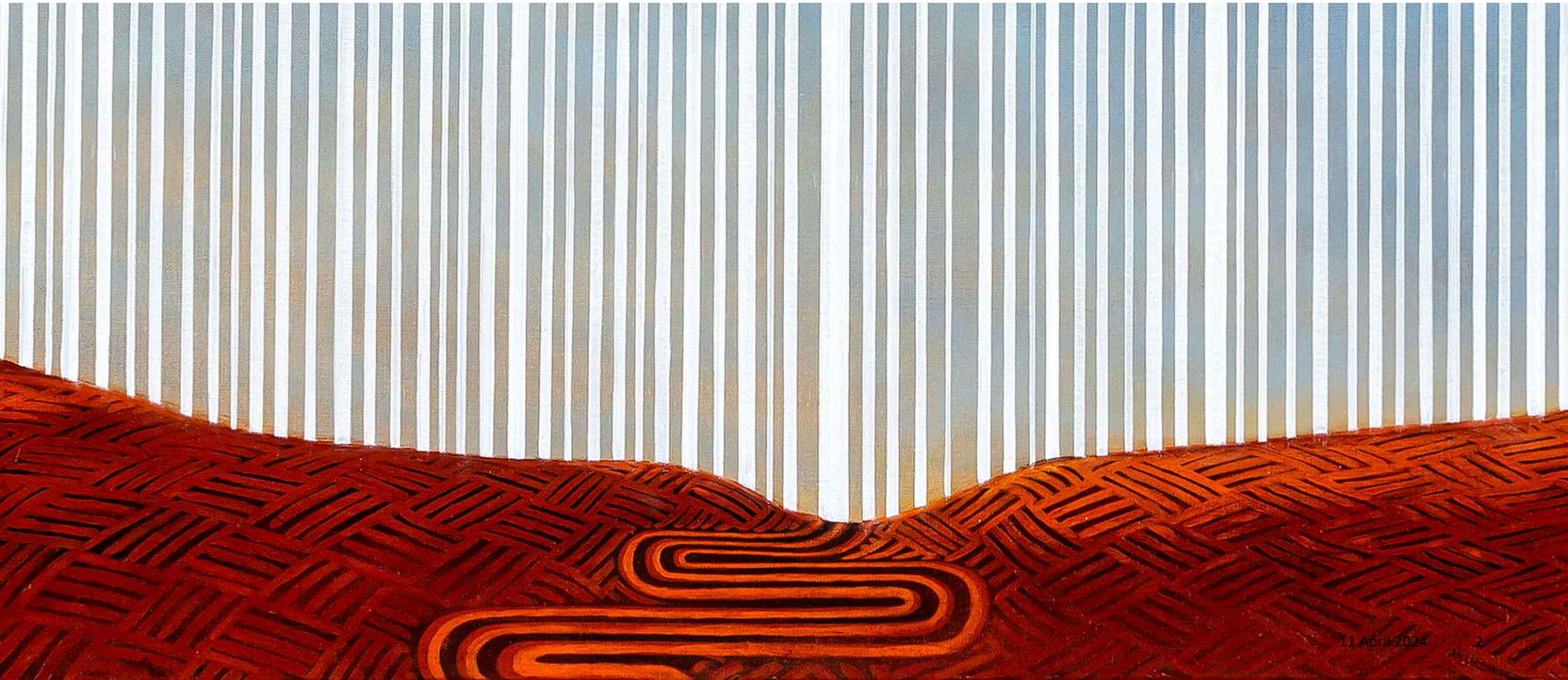
# **Forum on Western Sydney Airport (FoWSA)**

14 March 2024



## Acknowledgement of Country

I would like to begin by acknowledging the Traditional Owners and Custodians of the land on which we meet today, and pay my respects to their Elders past, present and emerging. I extend my respect to Aboriginal and Torres Strait Islander people joining us today.



11 April 2024

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# Welcome from the Chair

No.	Item	Presenter	Time
1.	Welcome from the Chair	Lee de Winton, Chair	10:00am
2.	Action items	Lee de Winton, Chair	10:05am
3.	Draft EIS submissions overview, themes and next steps	WSP/DITRDCA	10:15am
4.	Draft EIS engagement update and final tranche of market research	WSP	11:15am
	Morning Tea		11:30am
5.	Update from the Air Navigation Service Provider	Airservices Australia	11:45am
6.	Update from the airport operator	WSA Co	12:00pm
7.	Other business	All	12:15pm
	<ul style="list-style-type: none"><li>• next meeting</li><li>• future discussion items</li></ul>		
	Meeting close		12:30pm



## Actions from Previous Meetings

Mtg 22	Item No.	Action Item	Response
28 Sep 2023	1	Secretariat to share link to Western Sydney Airport Precinct Portal with FoWSA Members.	Closed. Email sent to members on 23 November 2023.
	2	Secretariat to share a link to 'Aircraft in Your Neighbourhood' online tool with FoWSA members.	Closed. Email sent to members on 23 November 2023.



## Actions from Previous Meetings

Mtg 22	Item No.	Action Item	Response
28 Sep 2023	1	Secretariat to share a copy of mailout flyer with FoWSA members.	Closed. Email sent to members on 23 November 2023.
	2	Secretariat to share details of upcoming Airservices Australia engagement activities with FoWSA members.	Closed. Email sent to members on 23 November 2023.

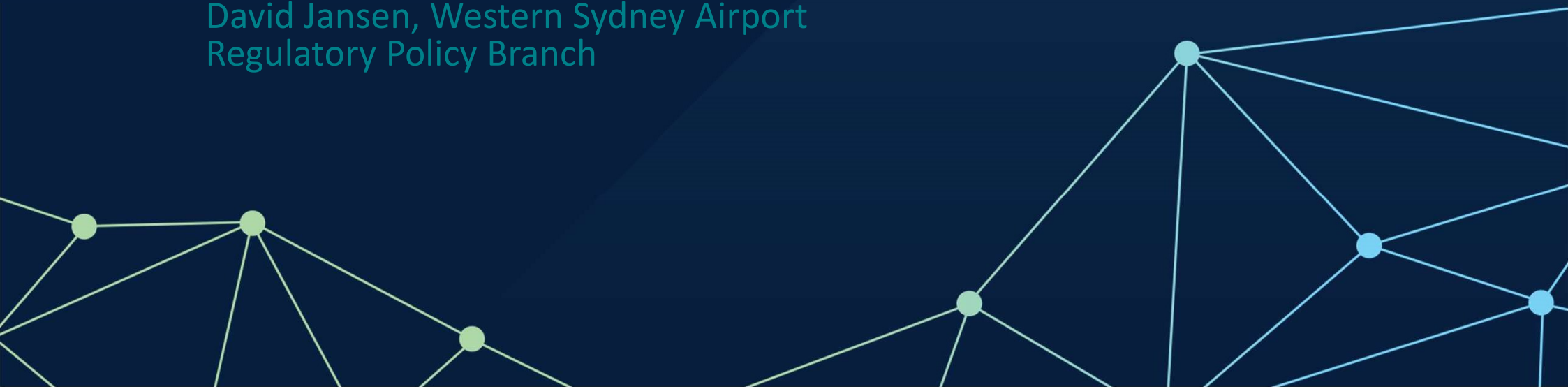
## Action items from previous meetings

Mtg No.	Item No.	Action Item	Response
27 June 2023	3	FoWSA to receive an update from Transport for NSW next year on the transport projects to support the opening of WSI.	Open. Briefing to be provided at meeting in 2024.
	4	FoWSA to receive briefing from WPCA on infrastructure activity in Western Sydney at future meeting.	Open. Briefing to be provided at meeting in 2024.

# Draft EIS submissions overview, themes and next steps

Caitlin Bennett, WSP Australia

David Jansen, Western Sydney Airport  
Regulatory Policy Branch

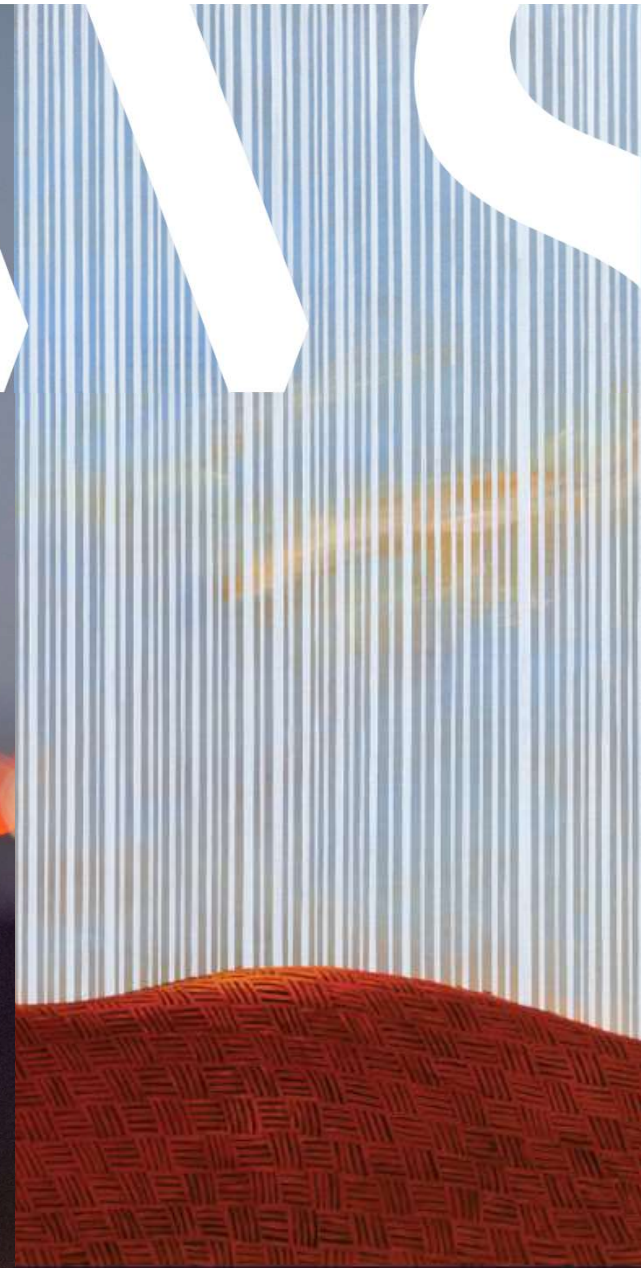




# Western Sydney International Airport

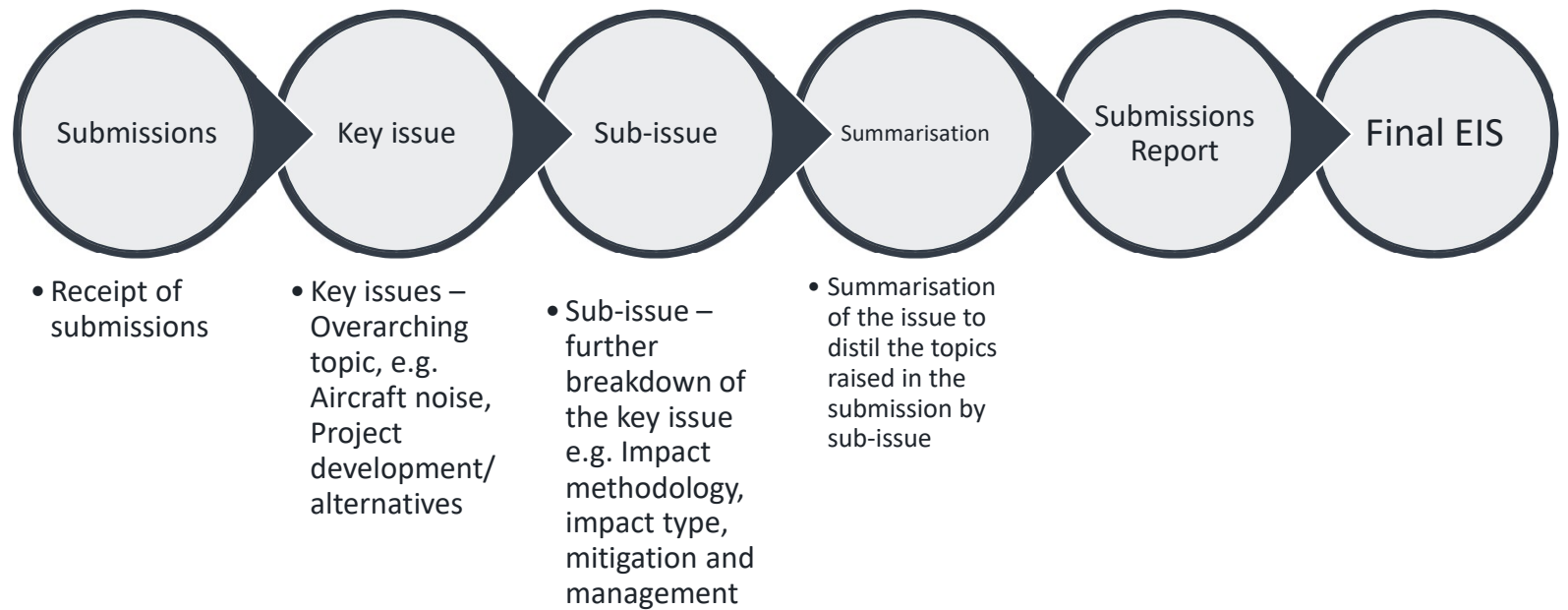
## Submissions Update

14 March 2024





## Submissions Report process





## Submissions snapshot

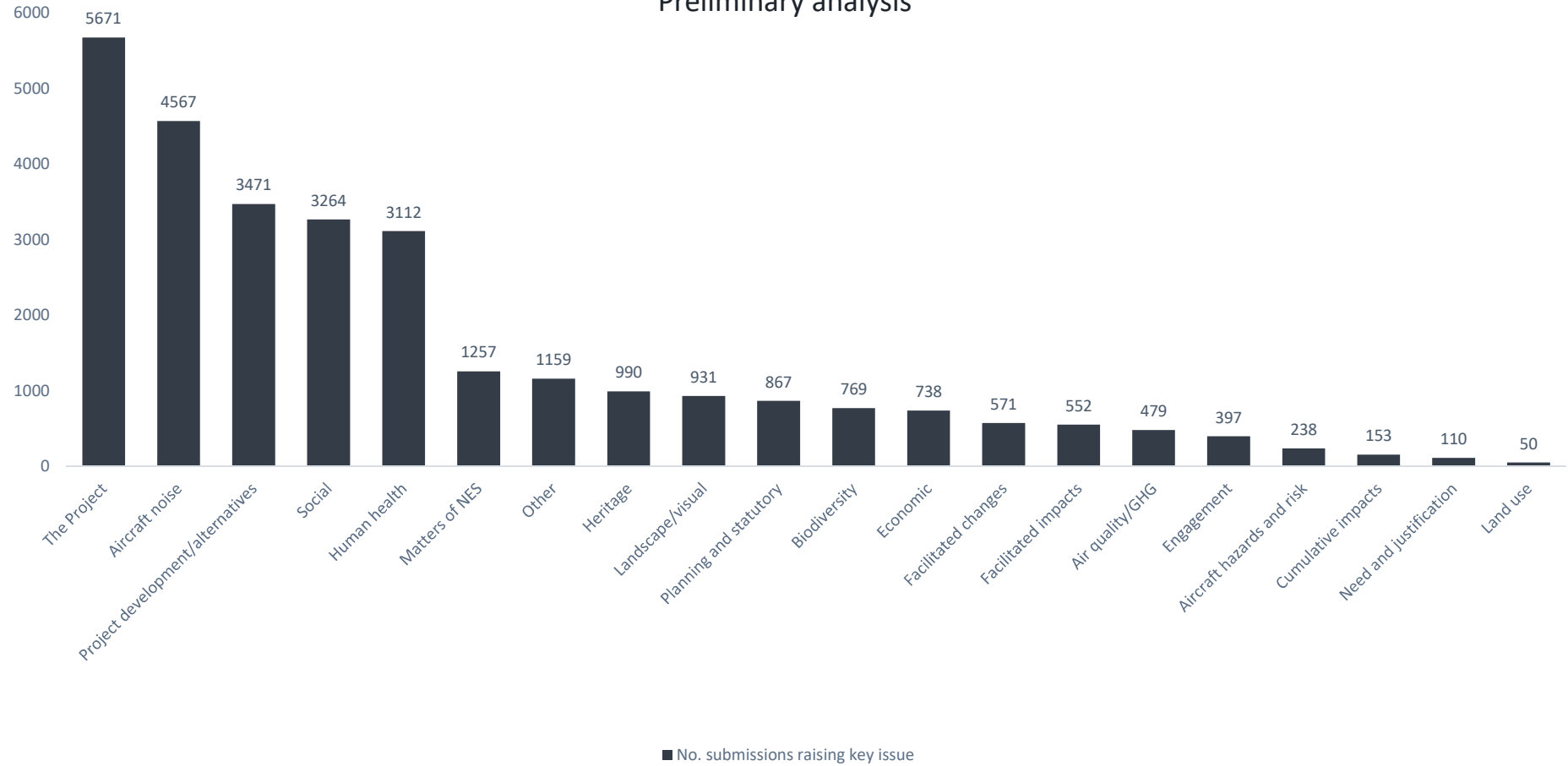
Category	Number of submissions	% of submissions
Clearly stated support	53	1%
Clearly stated an objection	2566	30%
Comment only or did not clearly state an objection/support	5858	69%
Total submissions	8477	-





# Overview of submissions received

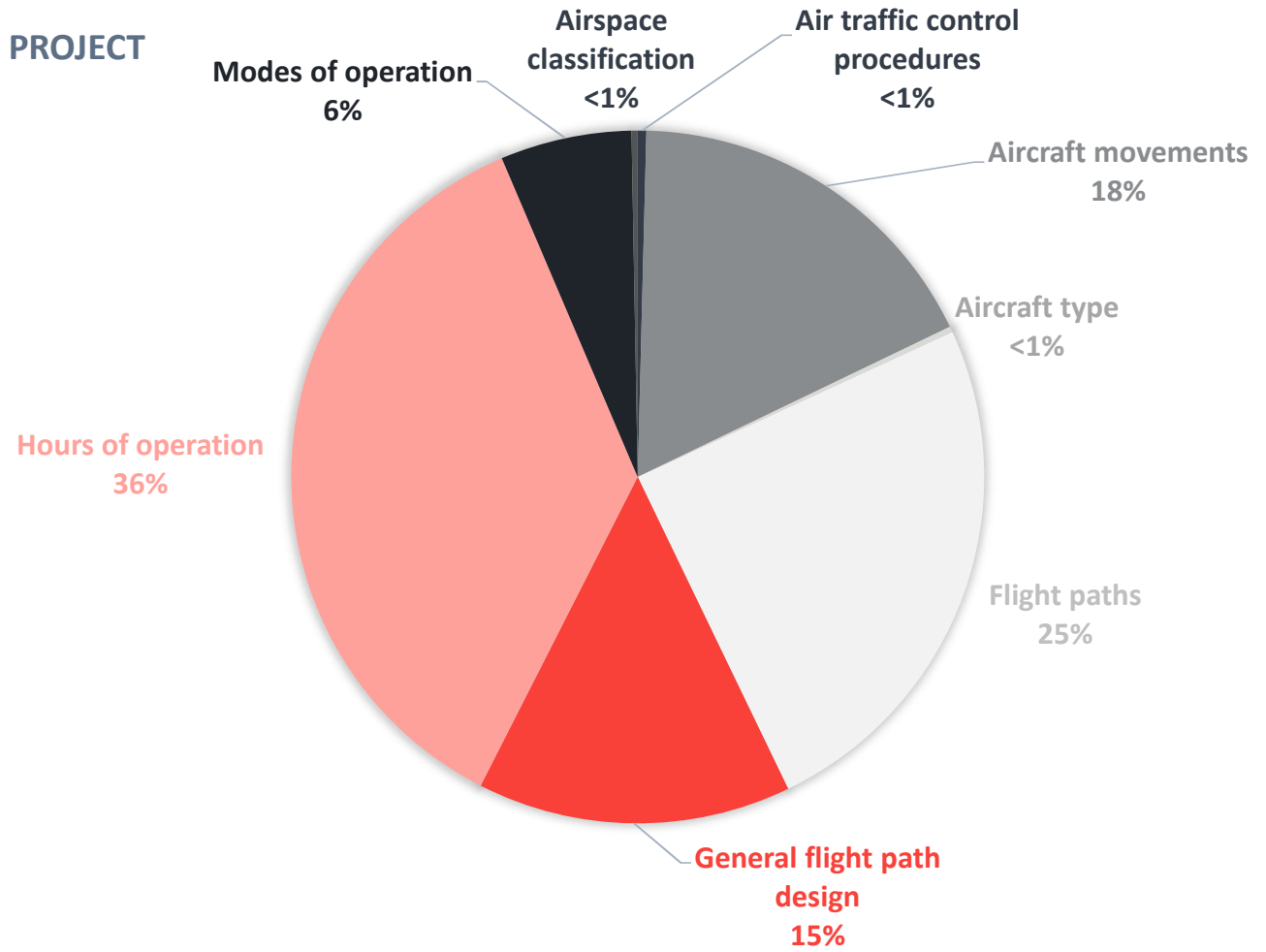
Preliminary analysis



Subject to change



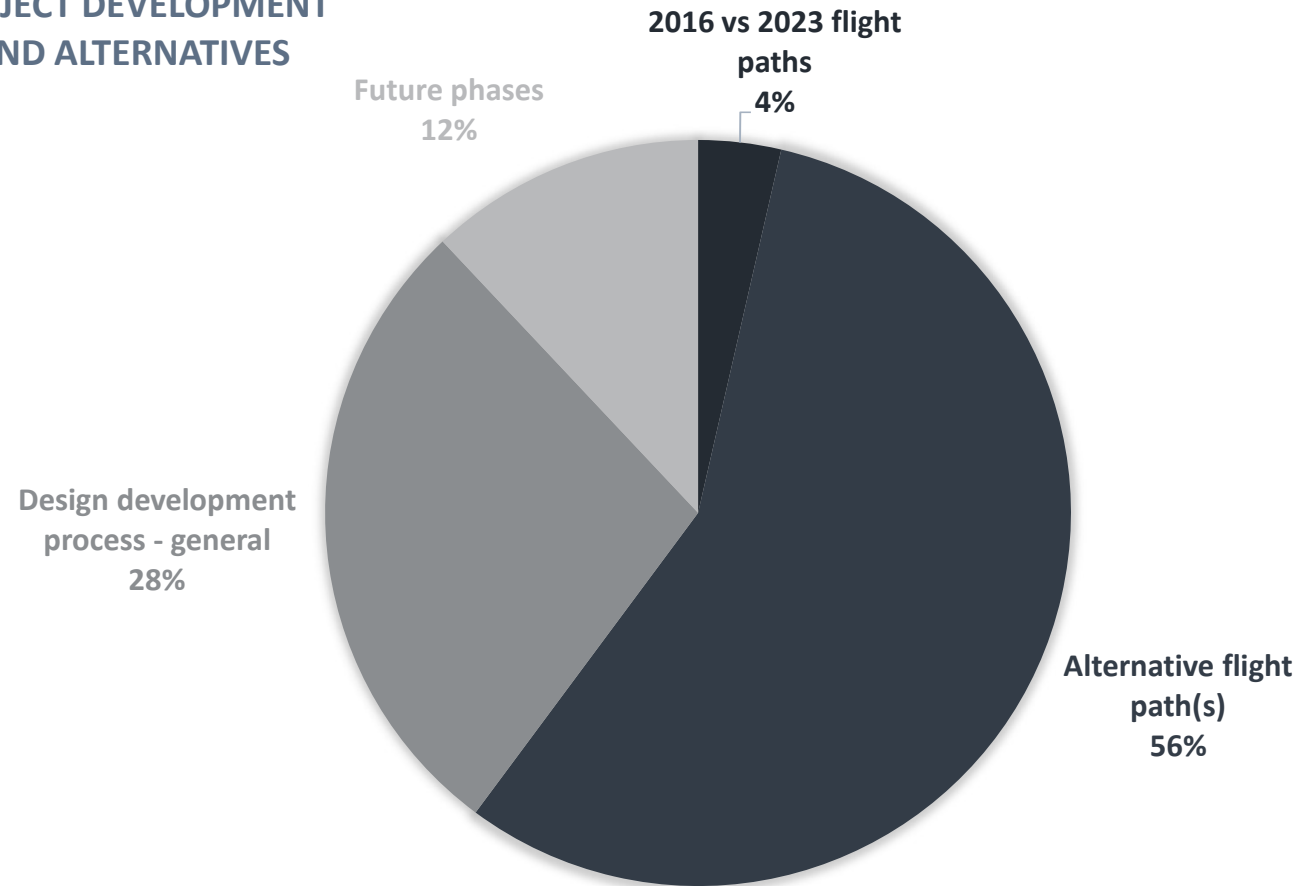
### THE PROJECT



Preliminary analysis - Subject to change

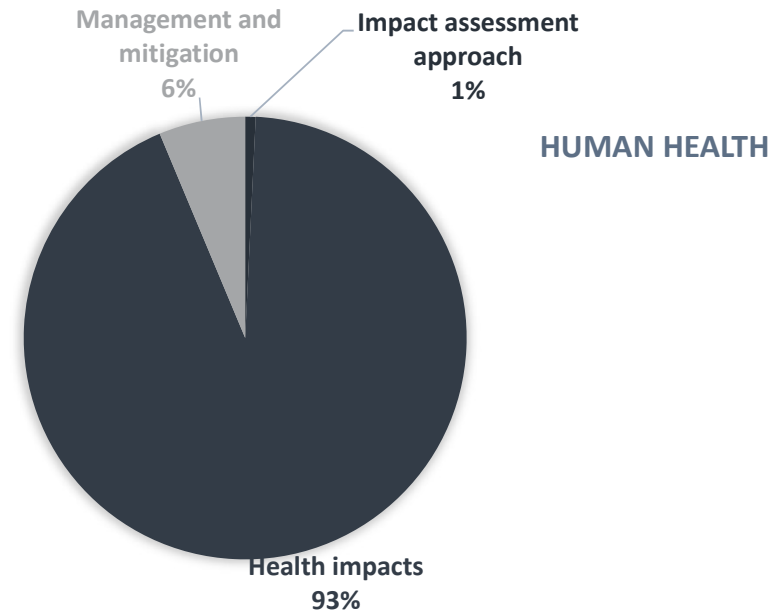
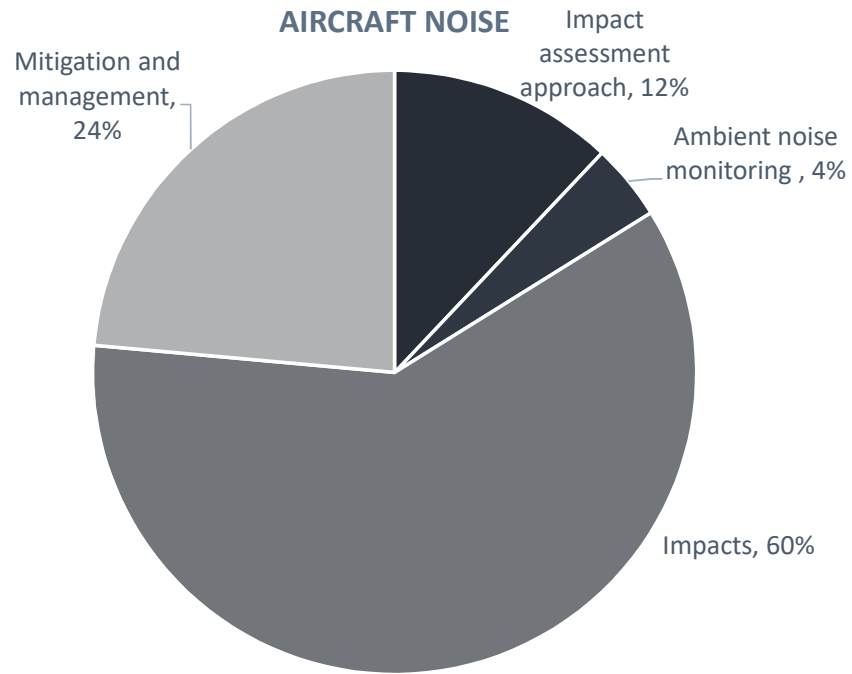


## PROJECT DEVELOPMENT AND ALTERNATIVES

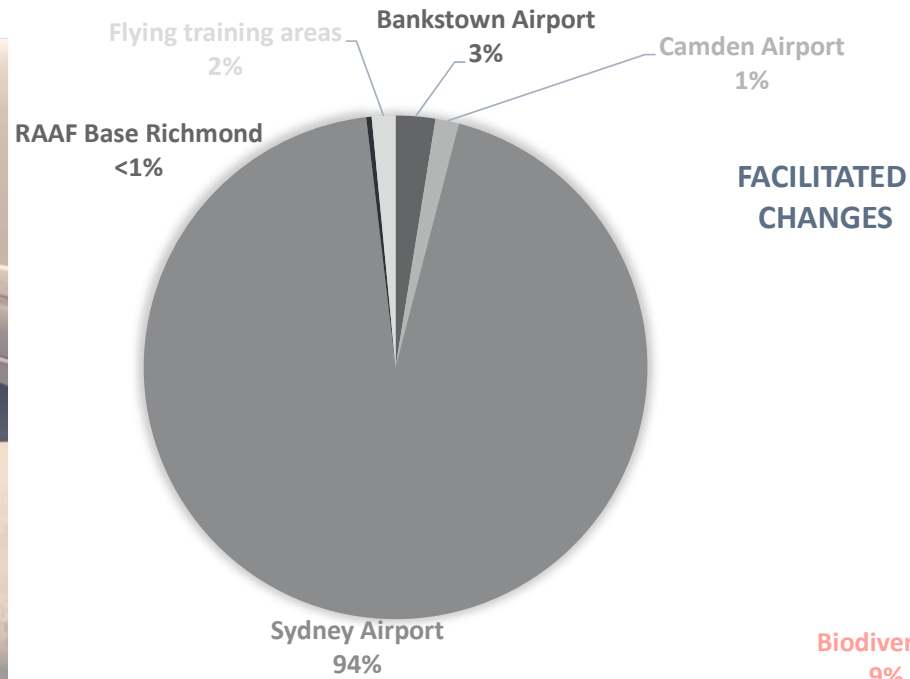


Preliminary analysis - Subject to change

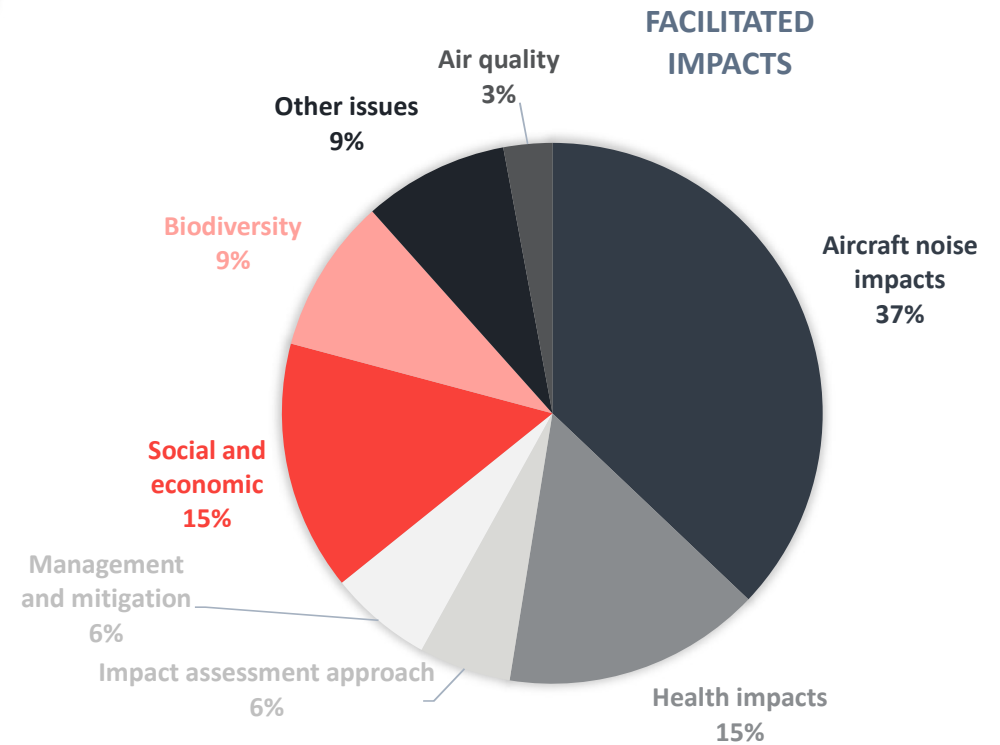




Preliminary analysis - Subject to change

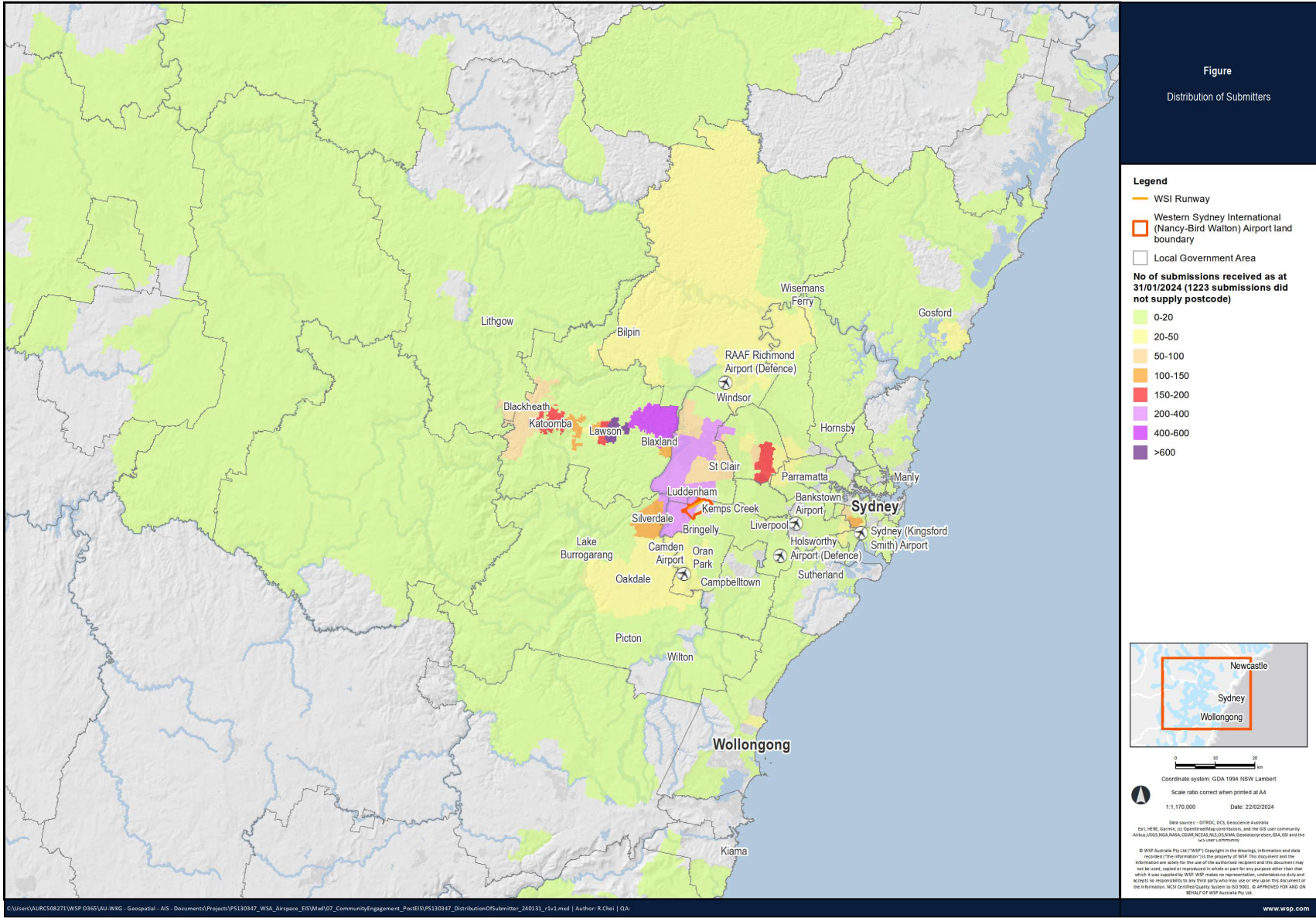


**FACILITATED CHANGES**



**FACILITATED IMPACTS**

Preliminary analysis - Subject to change





## Example of categorisation

We live in Leura which is 950m above sea level. Departure flight paths are shown to be 4054m above sea level near here which is effectively only 3100m above us. So the simulated noise levels at our home are misleading. Please provide adjusted noise maps showing the impacts on the upper mountain towns not on the valleys below. The maps do not allow for prevailing wind direction which is West to Southwest so the jet noise will carry to the upper mountain towns such as Wentworth Falls, Leura and Katoomba. These towns are the primary focus of tourism and world heritage listing in the mountains. The flight paths should be moved at least 5km further West of Katoomba.

Issue 1: Aircraft noise – Impact assessment approach

Issue 2: Project development and alternatives – Alternative flight paths







## Example of categorisation

I reject the current flight paths over the Blue Mountains because of aircraft noise and pollution. Also over a national world heritage park.

Recommend to adjust the Western end of KSA's airspace architecture to allow some of the Western Sydney's flights into that space, and move those flight paths off the Mountains.

- Issue 1: Aircraft noise – Operational noise impacts
- Issue 2: Air quality and greenhouse gas – Air quality impacts – General
- Issue 3: Matters of NES – Impacts to GBMA
- Issue 4: Project development and alternatives – Alternative flight paths



## Example of categorisation

I wish to voice my submission on **the unfairness and no community consultation** of the new flight path for WSI. We were **not advised nor consulted of the change of flight path to the original one**. **My community and myself are very concerned of the huge amount of flight routes and flights above us at low altitude** that will emit large amounts of **noise** and **air pollution**.

**The original flight path was to an extent acceptable but this new flight path not at all acceptable. It is very unfair that the majority of Penrith and regional suburbs are heavily impacted, and we demand a new environmental impact plan and some changes made to flight paths and flight numbers to reduce noise and air pollution.**

- **Issue 1:** Engagement – during the preparation of the airspace/flight path design
- **Issue 2:** Project design and development - 2016 vs 2024 flight paths
- **Issue 3:** Project design and development - Alternative flight paths
- **Issue 4:** The project - Flight paths
- **Issue 5:** Aircraft noise - General
- **Issue 6:** Air quality and greenhouse gas emissions - Air quality – general





Categorisation of Submission issue		
Key issue category	Sub-issue category	Summary of the raw issue raised
Project_develop_and_alternatives	Design development process - general	One last note, the people are always told to just accept what will happen. But I bet the powers to be will not be affected by the flight paths. They seem to have planted the plane flight paths in areas where people are Lower class/ cheaper housing then areas surrounding them and therefore less likely to have many friends of high influence. It's quite disappointing and disturbing that this
Cumulative_impacts	Cumulative impacts - operation	I am very concerned about the flight paths in the Hawkesbury region. My residence is in Tennyson and impacted suburb. I am concerned about the additional noise particularly when we already have
Social	General social impacts	I feel there will be a negative social and wellbeing impact to our quite rural district.
Aircraft_noise	Operational noise and vibration - general	Hi, we are residence of Wallacia and have used the noise tool to determine flights noise impacts. The noise levels in certain modes are significant and seems the residence here have been overlooked. There is a concentrated pocket of residential homes in Wallacia whereby homes and families of large numbers will be affected. The majority of new residence here are growing families
The_Project	Flight paths	Hi, we are residence of Wallacia and have used the noise tool to determine flights noise impacts. The noise levels in certain modes are significant and seems the residence here have been overlooked. There is a concentrated pocket of residential homes in Wallacia whereby homes and families of large numbers will be affected. The majority of new residence here are growing families with young kids and working class residence who we believe have been overlooked.
The_Project	Flight paths	Need fair flight path
Project_develop_and_alternatives	2016 vs 2023 flight paths	Why are we not flying the planes over the national park as that is what was originally proposed?
The_Project	Flight paths	We do not want low flight paths over Penrith.
Land_use	Land use restrictions	In addition to this it is causing Penrith to have a building height restriction which is hindering the growth of this city. We need to be
Other	General opposition to project or WSI generally	I believe Australia needs less planes flying less of the time. My mother never went overseas in her lifetime and we need to burn less and less fuel! I  You can be sure I won't be moving to the North Shore and residents of the North Shore shouldn't be allowed to travel from the
Aircraft_noise	Operational noise and vibration - general	..... object to extra noise in the lovely Blue Mountains. I object to any further noise in Blaxland and will not tolerate it!
Other	General opposition to project or WSI generally	I object to this new airport being built...
The_Project	Hours of operation	There must be a curfew so that the use, taxes, tariffs and treatment of constituents living in the areas impacted by the noise within
Aircraft_noise	Operational noise impacts - amenity	I have concerns after spending my life savings on a property and fighting to put food on the table to now be faced with noise from above. This isn't the city! It's a quiet street, any noise is amplified! This is horrible! Please reconsider.
Social	General social impacts	Flight paths over my suburb will ruin the serenity.
Project_develop_and_alternatives	Alternative flight path(s)	Make flight paths travel over less densely populated areas further south and those that travel on planes can wear the cost and
Aircraft_noise	Mitigation and management - noise attenuation	Please consider our address for noise compensation with extra noise protection
The_Project	Flight paths	We are not in agreement with certain areas coping all the flight paths and noise .. the burden should be shared.. also you are going through the most densely populated areas of western Sydney? Surely there should be a balanced approach!
Facilitated_changes	Bankstown Airport	EIS chapter 8 details arrival and departure procedures for Bankstown and Camden airport suitable for IFR and VFR by day.  The new VFR lane of entry between Prospect and Emu Plains is overlaid for most of its length by class C airspace above 1500. That's too low to accommodate night ops due to required terrain clearances.  The EIS does not mention night VFR at all. It would appear that general aviation in the entire Sydney Basin is effectively impossible between last light and first light without clearances to operate in controlled airspace.  The EIS requires additional sections detailing anticipated operational restrictions on night VFR operations arriving and departing Bankstown and Camden. Commitment should be sought from Air Services Australia to ensure that sufficient controller resources are provided to accommodate clearances through class C to facilitate night operations with legally required clearances from terrain and obstacles.



## Example of summarisation

<p>Sub-issue - Raw data</p> <p>At Liverpool council meeting we were in FORMED our properties would potential have noise treatment options, including sealing gaps around doors and windows, closing vents in walls and ceilings, improving roof and ceiling insulation, and increasing the thickness of windows. We have not had any one come to our address to suportored any noise treatment on our window as promised.</p> <p>.... and have double glazed windows, but we aren't????</p> <p>I believe that residents of Narellan 2567 should be allowed to receive compensation for noise, including the double sound proofing of all windows and doorways. Therefore I request that my property be eligible for double glazing of all windows and sealing fo all doorways a compensation fro the government.</p> <p>I live close to one of the proposed flight paths for WSI. My address is 4a Baden Avenue, BASS HILL, NSW 2197. I wish to apply for noise reduction insulation funded by the commonwealth government.</p> <p>What noise mitigation (double glazing etc.) will be available to affected properties?</p> <p>We need proper insulation, thick glasses and insulation to withstand this noise. Any support from government to upgrade noise proof of houses is required.</p> <p>We are under the flight path. And will need sound proofing.</p> <p>We would definitely want windows and doors to be soundproof (thicker glass), roof &amp; walls to be insulated and any other possible way our house could be made sound proof would be greatly appreciated.</p> <p>.... but it is unfortunate to see that you are not offering any compensation or insulation to residents of Caddens and Claremont meadows.</p> <p>We would like to also be included to the insulation program</p> <p>.... but it is unfortunate to see that you are not offering any compensation or insulation to residents of Caddens and Claremont meadows.</p> <p>I for one look forward to receiving information regarding sound proofing of my house to minimise the effect the airport will bring to my environment.</p> <p>Please consider our address for noise compensation with extra noise protection</p> <p>and again no compensation no insulation</p> <p>Not only does the federal agencies not give a 'rats' about that, it appears they will not be offering any assistance by way of compensation, nor will they help reduce the audible impact by "noise proofing" our home.</p> <p>We also need double window glazing to assist with noise pollution.</p> <p>I have issues around the proposed insulation compensation scheme.</p> <p>Significant areas in the North of Wollondilly shire are currently impacted by the State Government's airport land restrictions to the extent they can't even build a granny flat, under the justification the aircraft noise impacts would be too significant to have additional people living in those areas. Yet it appears most of that same area does not appear to qualify for the insulation scheme, which is nothing short of a ridiculous double standard.</p> <p>If the impact of the airport is significant enough to warrant the government limiting additional people moving in, then it should be an absolute no brainer that the government should be paying to insulate the homes of those already there. This will affect hundreds of homes in the north of Wollondilly shire and the fact they are trying to short change those of us that live there like this is incredibly insulting and completely and ridiculously unfair.</p> <p>My home is on Chapman Street, Werrington and if so will I be eligible to need the block out package? I would like to know. I am an old aged pensioner with hearing loss so would that exempt me from the package?</p> <p>I also am asking that my house be fitted with noise blocking windows, insulation etc to block out the noise at no cost to me or my family.</p> <p>Submission for Review regarding infrastructure soundproofing scheme residents affected by Western Sydney Airport. My home address is within the airport noise corridor. Please supply details for sound protection/ proofing my house.</p> <p>Please advise what is information (forms etc) are needed to apply for the soundproofing and basically what the next steps are to get installed with reimbursement costs.</p> <p>... but not be entitled to acoustic insulation glazed windows, etc?</p> <p>I would like to know are we eligible for the double glazed windows etc. as we are under the flight path. My address is 4 Margaret Terrace, Silverdale NSW 2752, Australia</p> <p>91 houses is a ridiculous consideration for air traffic reimbursement when whole communities will be significantly impacted upon because of the WSA.</p> <p>... and it will cost the government a significant amount of money to sound proof homes and compensate home owners (they did this in the inner west already, why not keep the flight path as is over those areas!?)</p> <p>We are writing to express our concerns and request the inclusion of our residential property located at 15 St Hellers Road, Silverdale, in the Draft Environmental Impact Statement (EIS) for insulation treatment options. As per the draft EIS, it currently identifies approximately 91 residential and non-residential properties that are considered eligible for insulation treatment options. However, we firmly believe that our property should be included for the following reasons.....</p> <p>Given these factors, we respectfully request that our property, 15 St Hellers Road, Silverdale, be considered for inclusion in the Draft EIS for insulation treatment options. It is imperative that residents living in areas with excessive noise pollution, like ours, receive the same attention and mitigation measures as other affected properties.</p> <p>We appreciate your attention to this matter and kindly request that you take the necessary steps to address the concerns raised above. Inclusion in the Draft EIS will be a significant step toward alleviating the noise-related issues faced by us as homeowners of 15 St Hellers Road, Silverdale.</p>
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Submissions made comment or raised concerns on the Noise Insulation and Property Acquisition Policy (draft policy) – specifically:

- clarification if a residential property was eligible for noise treatment, what type of noise treatment would be provided, how residents can apply for noise treatment, how treatments would be delivered (e.g. cash payment or trades) and if offers are transferrable with property title
- concern on the eligibility criteria for noise treatment, including comparison to eligibility criteria used by the NSW Government for road traffic noise, or criticism on how limited the eligibility is in the context of the impacts on the broader community or imposition on land use controls on a broader area.
- concern on the cost of the draft policy
- request for compensation and/or noise treatment for residential properties (including a specific type of treatment) with some submitters identifying the frequency of aircraft movements and the resulting impacts to lifestyle, amenity and sleep for reasons why treatment should be offered. Examples of residential areas mentioned in submissions included Wollondilly, Narellan, Bass Hill, Caddens, Claremont Meadows, Werrington, Silverdale, Orchard Hills, Bella Vista, Glenfield or the Blue Mountains generally.
- Concern that the type of noise treatment being offered required closed windows and that any scheme should also account for appropriate temperature control (such as air conditioning).



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# **Draft EIS engagement update and final tranche of market research**

Deborah Palmer, WSP Australia



# Engagement update

# Engagement approach





# Engagement principles

## Principles



Prioritise the most heavily impacted



Take people on the design journey



Simplify the complex



Tailor communications and engagement to different audiences



Be direct



Respond to new information as it emerges

# Since we saw you last

## Council briefings

- Camden Council (28/11/2023)
- Bayside Council (29/11/2023)
- Inner West Council Officers (1/12/2023)
- The Hills Shire Council (4/12/2023)
- Wollondilly Shire Council (5/12/2023)
- Blue Mountains City Council (7/12/2023)
- Liverpool City Council (24/01/2024)

## Information stalls

- Bankstown Central Shopping Centre (26/11/2023)
- Norwest Marketown Shopping Centre (2/22/2023)

## Information sessions

- Mt Druitt Area (30/11/2023)
- Bankstown (2/12/2023)
- Hawkesbury (6/12/2023)
- Bella Vista (9/12/2023)
- Strathfield (12/12/2023)
- Arncliffe (20/1/2024)

# Market research methodology

## Market research sampling approach

Random sampling approach, with residents in:

- Zone A: Residents within a 15km radius of Western Sydney International Airport (Penrith, Liverpool, Camden)
- Zone B: Residents within a 15-30km radius of the airport (Blue Mountains, Penrith, Blacktown, Fairfield, Cumberland, Canterbury-Bankstown, Liverpool, Campbelltown and Wollondilly)
- Zone C: Residents within a 30-50km radius of the airport (Greater Sydney).

The Tranche 1 baseline (n=1000), Tranche 2 pulse (n=505) and Tranche 3 benchmarking (n=1000) survey research was designed to identify community perspectives across the study area and to provide results that are representative of the wider population

- 80% phone survey
- 20% online (panel)

**This presentation provides preliminary findings from the Tranche 3 benchmarking survey (as at n=978)**

## Survey questions

The survey questions in Tranches 1, 2 and 3 focused on:

- Awareness of the project by residents within each Zone
- Level of knowledge and understanding of the airspace and flight path design process
- Perceived issues and impacts
- Whether community members felt adequately informed about the airspace and flight path design in order to provide comment on the EIS (in Tranches 2 and 3)
- Communications preferences
- Communications recall (in Tranche 3)
- Trusted sources of information about regional matters
- Interest in receiving further information about the project / joining the project mailing list
- Demographic characteristics of the survey sample



# Key findings

## Summary of key changes between Tranche 1 and 3 market research

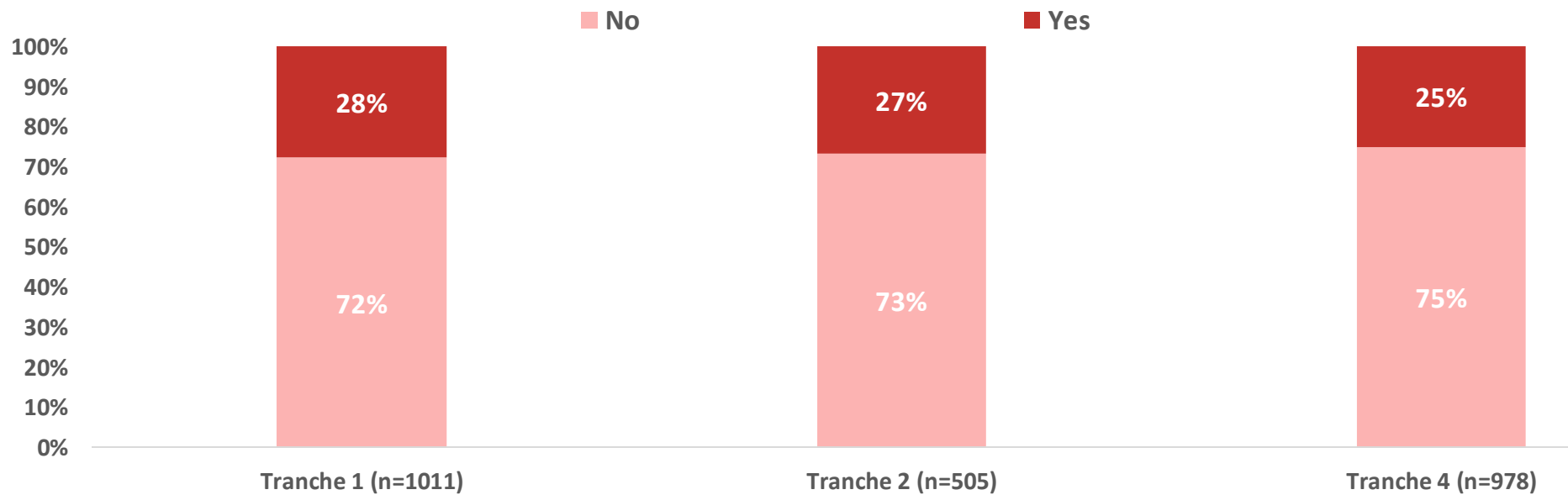
### Awareness

- Generally consistent level of awareness of draft EIS across Tranches – 28%, 27%, 25% aware
- Initial increase in awareness that design work on the flight paths for the new airport is underway, followed by reduced awareness in Tranche 3 survey – 66%, 73%, 57% aware

# Summary of key changes between Tranche 1 and 3 market research

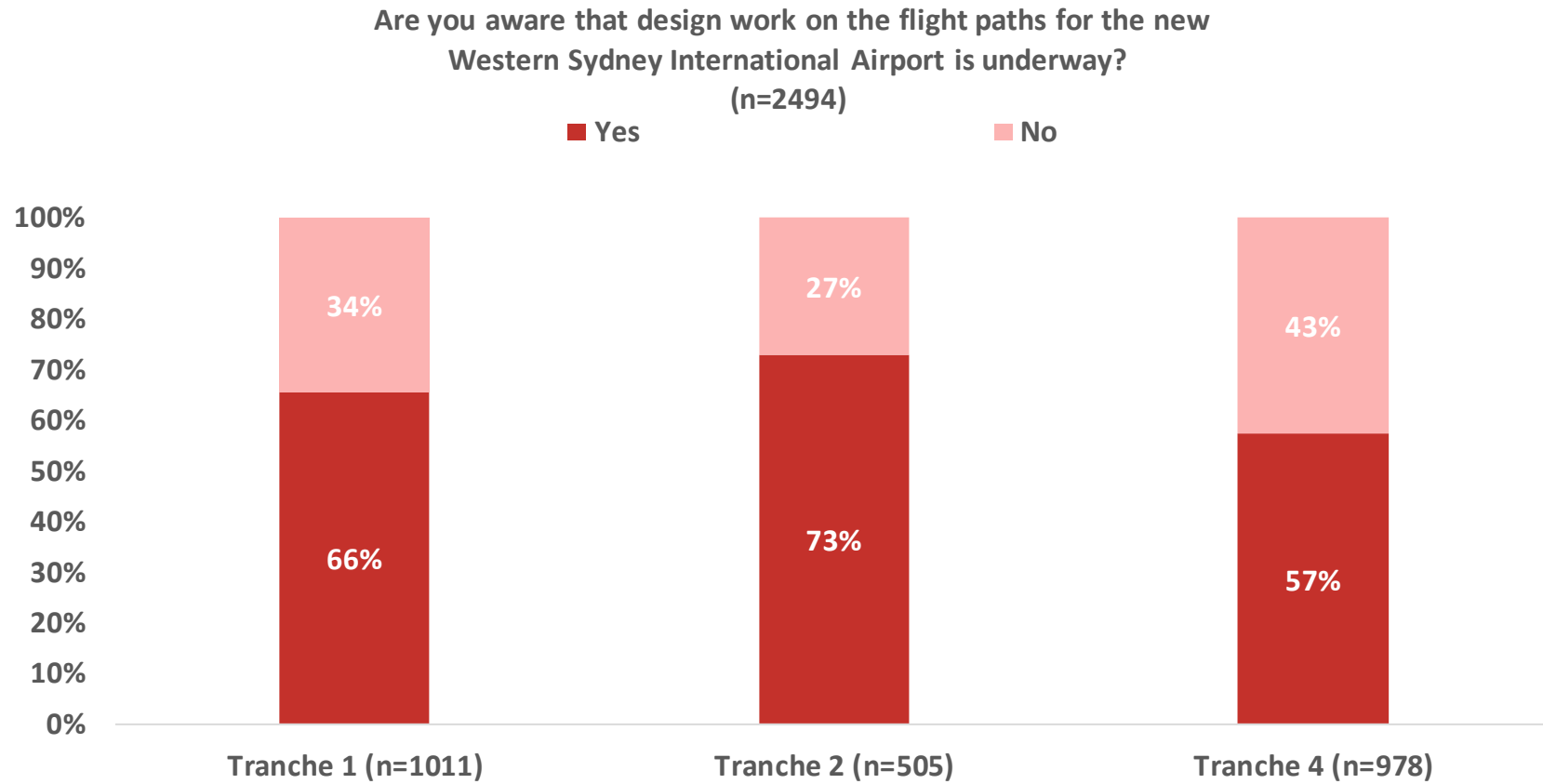
## Awareness

The draft Environmental Impact Statement, or EIS, for the Western Sydney International Airport flight paths was released for public comment in October 2023. Had you heard of this EIS prior to this call?  
(n=2494)



# Summary of key changes between Tranche 1 and 3 market research

## Awareness



## Summary of key changes between Tranche 1 and 3 market research

### Interest

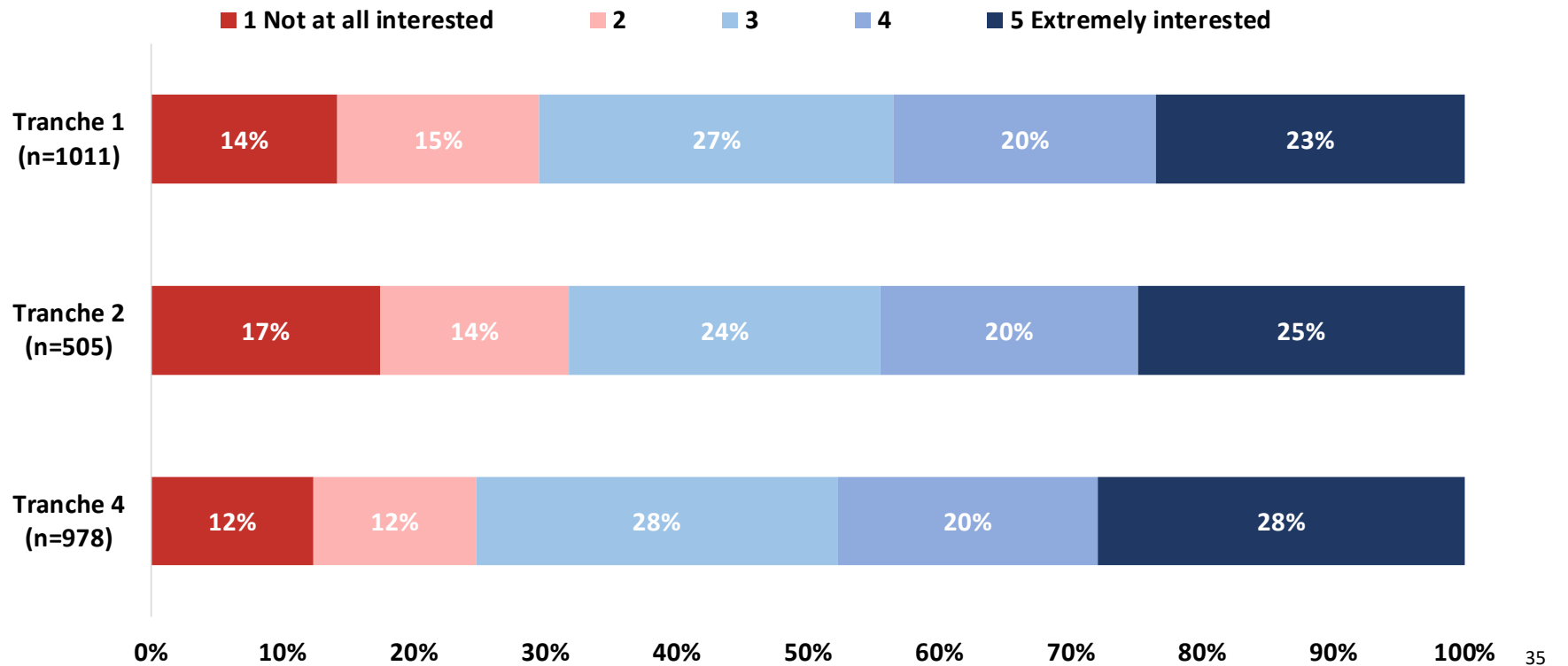
- Overall moderate level of interest in the flight path design process
- Levels of interest in the flight path design process were similar/rose incrementally across Tranches 1, 2 and 3 – from 43% to 48% interested
- Those who were not interested in the flight path design process rose between Tranches 1 and 2, then declined in Tranche 3 survey research – 29% to 31% to 24%
- Tranches 2 and 3 showed an increase from Tranche 1 in the number of people who had spoken to another member of the community about the flight paths in the last month (a proxy for ‘interest’) – from 17% to 31% who had spoken about the flight paths



# Summary of key changes between Tranche 1 and 3 market research

## Interest

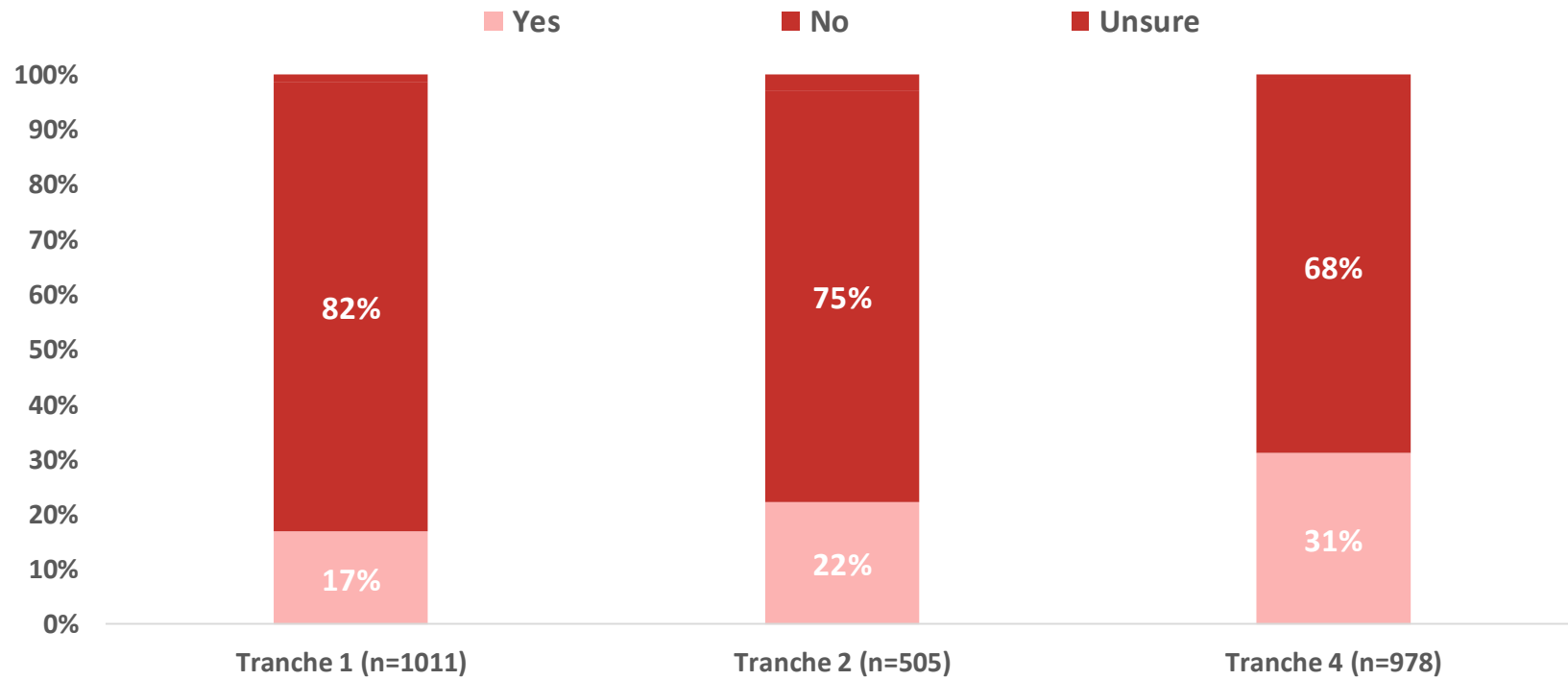
How would you describe your level of interest in the flight path design process for the new Airport?  
(n=2494)



# Summary of key changes between Tranche 1 and 3 market research

## Interest

Have you spoken to another member of your community about the Western Sydney International Airport flight paths in the last month?  
(n=2494)



# Summary of key changes between Tranche 1 and 3 market research

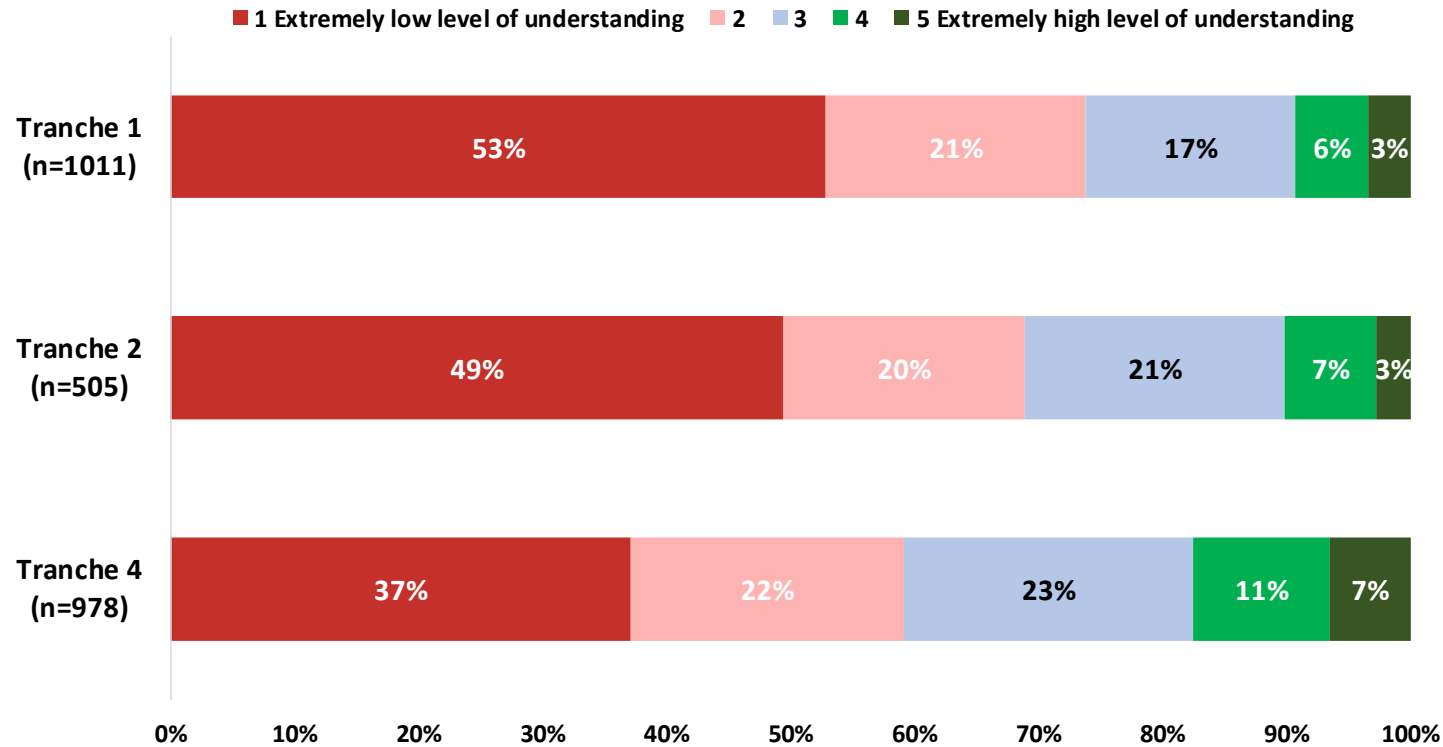
## Understanding

- Rising levels of understanding of the flight path design process
  - Lower % self reporting an 'extremely low' or 'low' level of understanding across Tranches – from 74% to 59%
  - At the same time, higher % self reporting a 'high' or 'extremely high' level of understanding – from 9% to 18%

# Summary of key changes between Tranche 1 and 3 market research

## Understanding

How would you describe your level of understanding of the flight path design process?  
(n=2494)



## Tranche 3 market research

### Communications

- One in five Tranche 3 survey respondents could recall receiving a flyer or postcard from government about the flight paths or draft Environmental Impact Assessment within the last six months, direct to their letterbox (18% overall / 25% in Zone A)

## Market research next steps

- This presentation provides preliminary findings from the Tranche 3 benchmarking survey (as at n=978)
- Analysis and reporting of complete sample of n=1000 to be completed and overall research report prepared



**Morning tea break**



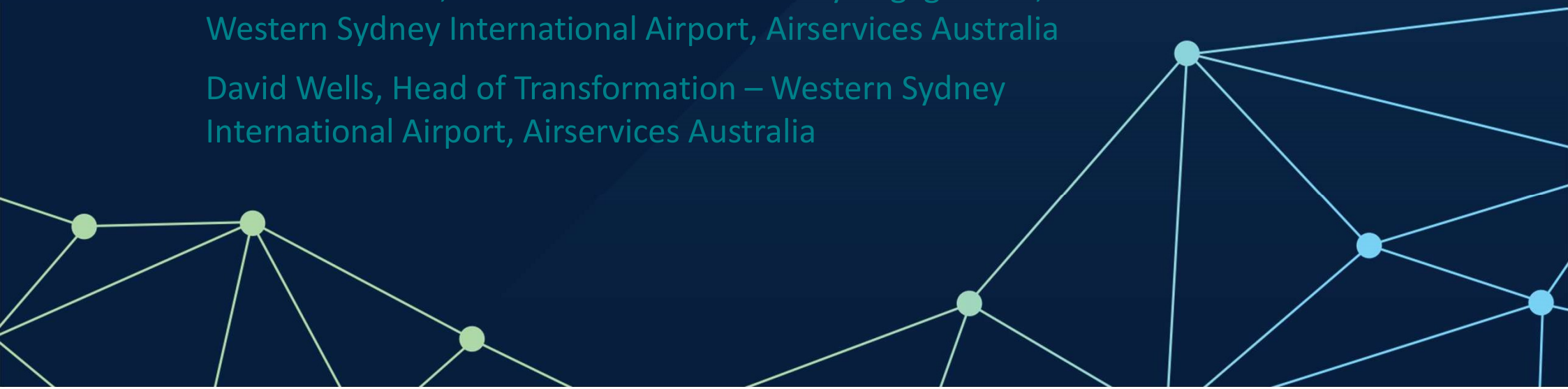
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## **Update from the Air Navigation Service Provider**

Annette Dittmar, Senior Advisor Community Engagement,  
Western Sydney International Airport, Airservices Australia

David Wells, Head of Transformation – Western Sydney  
International Airport, Airservices Australia



# Western Sydney International (Nancy-Bird Walton) Airport

## Airservices Australia Update

FOWSA Meeting 14 March 2024

## Program of Airservices Supplementary Engagement

Tool	Reach	Timing	Reach
Sydney-wide mailout	Relevant LGAs and communities	29 November 2023	Distribution to 1.6 million addresses via Australia Post
1x Pop up stall 7x Drop-in sessions	Communities who may notice airspace changes	28 November – 7 December 2023	43 attendees
Email notification	Airservices NCIS database KSA, Bankstown, Camden and Richmond airports	25 November 2023	2,880 recipients

# Greater Sydney Mailout

- Reaching members of the community who don't engage with mainstream media and/or are active on social media.
- Conduct an awareness raising mailout to all potentially impacted LGAs across Greater Sydney.
- Inform people that they may be impacted by WSI flight paths or other airspace changes.
- One "whole of the city" mailout will reduce the risk that potentially impacted communities will not be informed.
- Distributed via Australia Post as Community Campaign – including No Junk Mailboxes
- 26 LGAs plus Lower Central Coast, Royal National Park and Oberon areas

## Have your say and make a submission to the draft EIS

Have your say and make a formal submission during the public exhibition of the draft EIS:

-  Online [wsiflightpaths.gov.au](https://wsiflightpaths.gov.au)
-  Email [eis.submissions@infrastructure.gov.au](mailto:eis.submissions@infrastructure.gov.au)
-  Post Attn: WSI Flight Paths Team, GPO Box 594, Canberra ACT 2601

Visit [wsiflightpaths.gov.au](https://wsiflightpaths.gov.au) to:

- access the Aircraft Overflight Noise Tool to view the preliminary flight paths in more detail
- find out more about the project, download brochures and FAQs
- read and download the draft EIS

If you have any questions, please call the Flight Paths Community Engagement Team on **1800 038 160** or at [wsiflightpaths@infrastructure.gov.au](mailto:wsiflightpaths@infrastructure.gov.au)



Scan the QR code to access the online community portal

Image credit: Western Sydney International Airport



## Preliminary flight paths and airspace design for Western Sydney International (Nancy-Bird Walton) Airport

Airservices Australia and the Federal Department of Infrastructure, Transport, Regional Development, Communications and the Arts are working together to develop preliminary flight paths for Western Sydney International (Nancy-Bird Walton) Airport, including changes to airspace arrangements for other Sydney airports.

The draft Environmental Impact Statement (EIS) on the preliminary flight paths for Western Sydney International (Nancy-Bird Walton) Airport is now on public exhibition. The draft EIS examines the noise, social and environmental impacts of the proposed flight paths.

We invite you to view the draft EIS and provide your feedback on the proposed flight paths.

You can view the draft EIS:

- online at [wsiflightpaths.gov.au](https://wsiflightpaths.gov.au)
- at the NSW State Library, Penrith City Library and other council libraries across Greater Sydney and the Blue Mountains. Visit [wsiflightpaths.gov.au](https://wsiflightpaths.gov.au) or call 1800 038 160 to find your nearest location.

The introduction of new flight paths may change where aircraft operate over the Greater Sydney area.



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Regional Development, Communications and the Arts

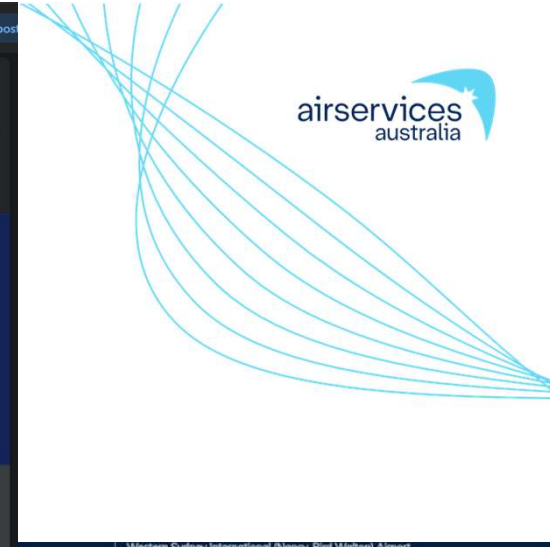
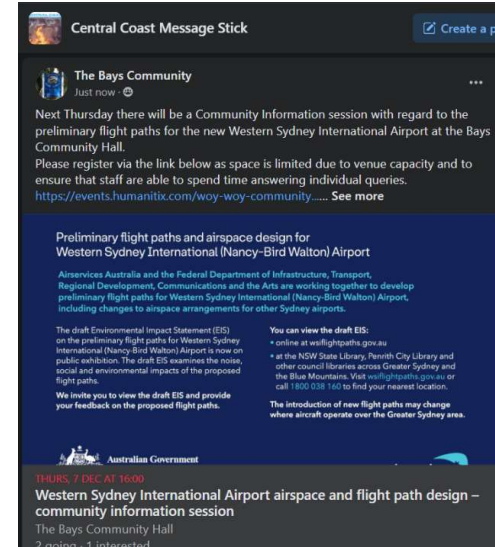




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# Community Information Sessions

- 7x Drop-In sessions: Glenorie, Berowra, Picton, Appin, Hill Top, Helensburgh and Woy Woy;  
1x Pop Up Stall: Mona Vale
- Advertised on wsflightpaths.gov.au website, WSI Flightpaths project subscribers, FOWSA, NCIS email subscribers, venue's communication channels and local Facebook groups
- Berowra, Mona Vale and Woy Woy had highest community participation
- Topics of interest:
  - altitudes and numbers of aircraft in the area
  - airport opening date and which destinations will be flown to
  - other aviation related topics



- **Glenorie Community Information and Feedback Session - Western Sydney International (Nancy-Bird Walton) Airport Airspace and Flight Path Design**  
Tue 28th Nov 2023, 4:00 pm - 7:00 pm
- **Berowra Community Information and Feedback Session - Western Sydney International (Nancy-Bird Walton) Airport Airspace and Flight Path Design**  
Wed 29th Nov 2023, 4:00 pm - 7:00 pm
- **Picton Community Information and Feedback Session - Western Sydney International (Nancy-Bird Walton) Airport Airspace and Flight Path Design**  
Thu 30th Nov 2023, 5:00 pm - 8:00 pm
- **Appin Community Information and Feedback Session - Western Sydney International (Nancy-Bird Walton) Airport Airspace and Flight Path Design**  
Mon 4th Dec 2023, 4:00 pm - 7:00 pm
- **Hill Top Community Information and Feedback Session - Western Sydney International (Nancy-Bird Walton) Airport Airspace and Flight Path Design**  
Tue 5th Dec 2023, 4:00 pm - 7:00 pm
- **Helensburgh Community Information and Feedback Session - Western Sydney International (Nancy-Bird Walton) Airport Airspace and Flight Path Design**  
Wed 6th Dec 2023, 4:00 pm - 7:00 pm
- **Woy Woy Community Information and Feedback Session - Western Sydney International (Nancy-Bird Walton) Airport Airspace and Flight Path Design**  
Thu 7th Dec 2023, 4:00 pm - 7:00 pm



## Next steps

- Providing SME support to the Department to review and address draft EIS feedback.
- Following Ministerial approval, approved EIS design is handed to Airservices to complete Detailed Design.
  - Detailed design is completed in accordance with the approved EIS design. Changes to the design are made only where safety, separation or flyability issues are identified.
- Ongoing community information and updates throughout Detailed Design and in the lead up to implementation of the new operations.
- Airservices will engage with affected communities should changes to the approved EIS design be required during Detailed Design.

# Digital Aerodrome Services (DAS)

# What is Digital Aerodrome Services?

## Remote air traffic management

Airservices is optimising the way airspace is managed in Australia through Digital Aerodrome Services (DAS). This technology uses a digital based surveillance system in combination with state-of-the-art cameras positioned at the airfield to provide air traffic controllers with an enhanced 360° view to manage arrivals and departures from a secure remote location called a DAS Centre.



Canberra Airport  
mast design



## How it works

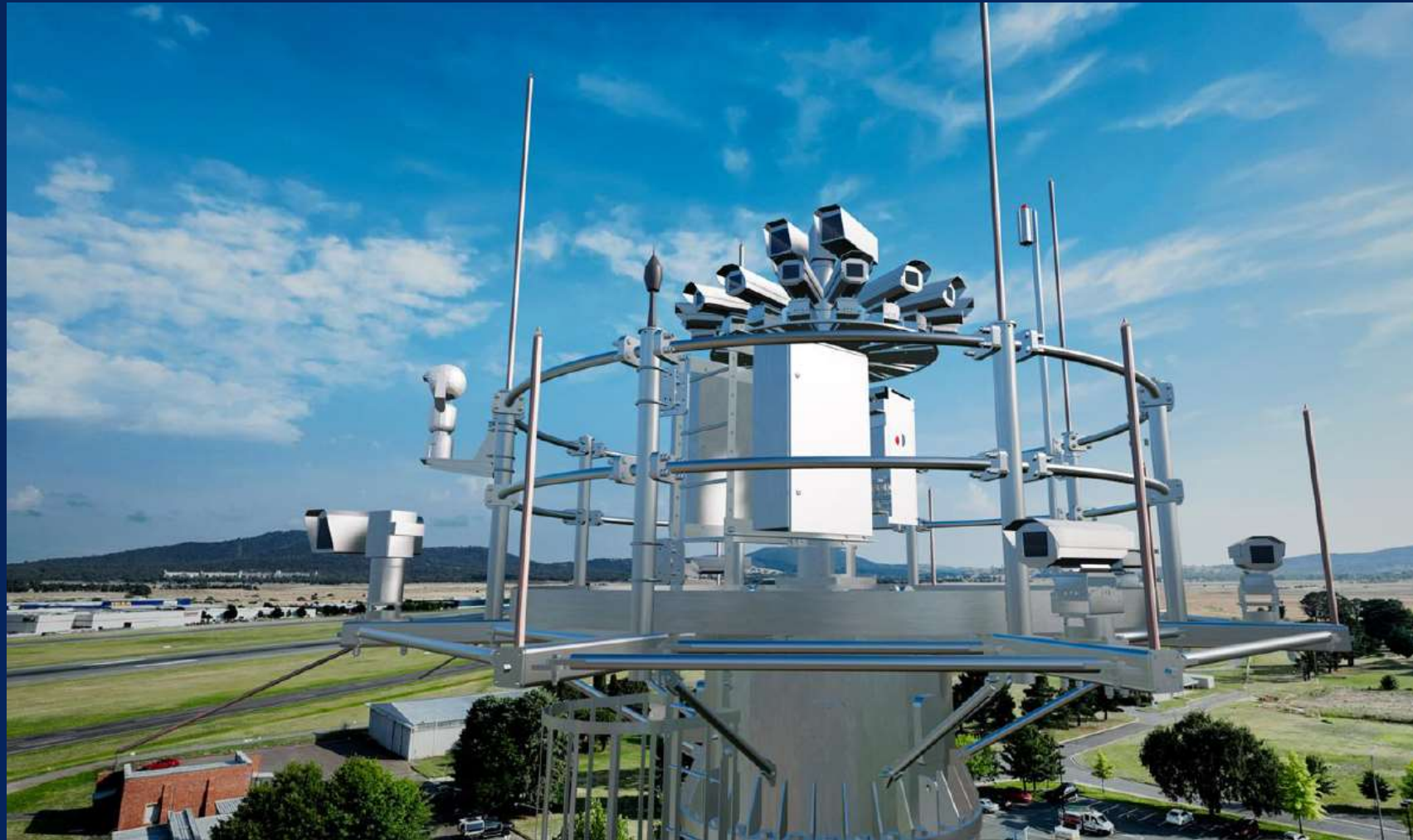
### The digital air traffic control tower

High resolution and infrared cameras with a 360° view are attached to an airfield mast – it feeds into a state-of-the-art Visual Reproduction System displaying the aerodrome and nearby airspace.

Tower hosts microphone and cameras:

- 16 Panorama cameras
- 4 x hotspot cameras
- 4 x advanced Pan Tilt Zoom cameras - one with Infrared capability

Cameras are kept clean with built-in Camera Lens Washing System



## How it works

### DAS Centre – Secure & fast image feed from aerodrome to Controller Working Position



#### Panoramic image

5 high-definition screens form a panoramic moving image giving controllers a bird's eye view of the entire airport with integrated real-time operational data

#### Real-time operational data:

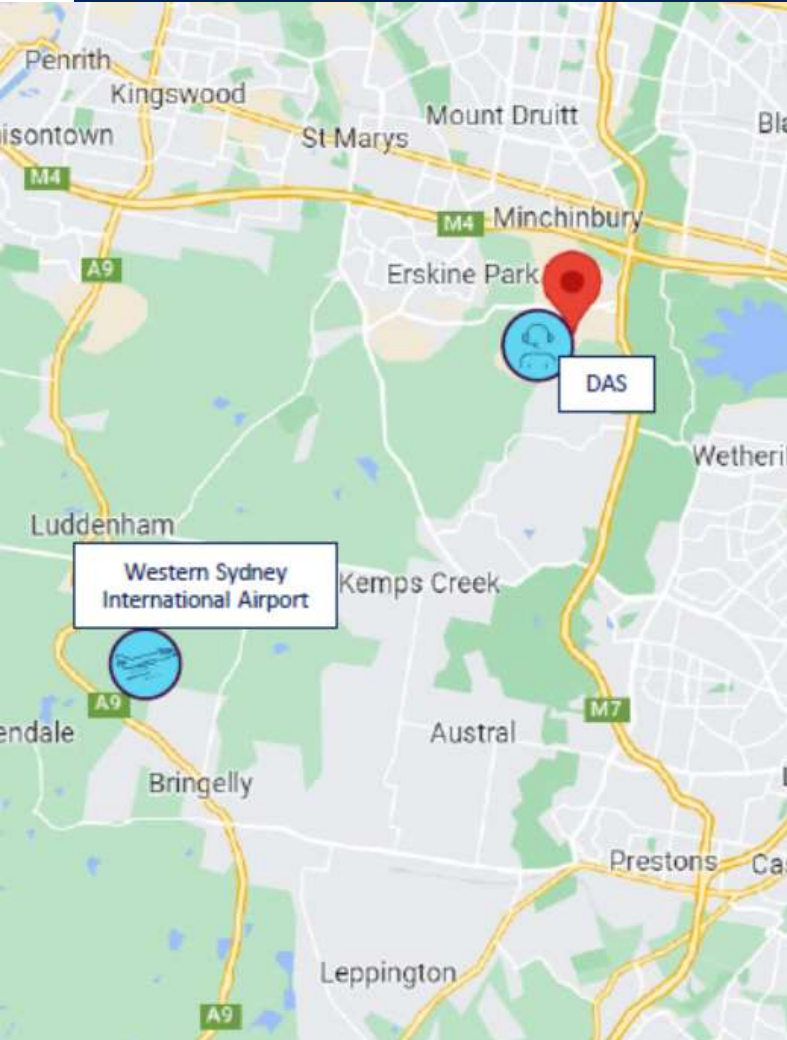
- Pan-tilt zoom (PTZ) cameras that can track aircraft and vehicle movement
- Primary PTZ has night vision with infrared capability
- Fixed angle “Hotspot” cameras to display key areas to a higher degree of zoom
- Meteorological information
- Electronic flight strips
- A situation display providing either air or ground situation picture
- Navigational aids and airfield lighting



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# How it works

## WSIA DAS Centre



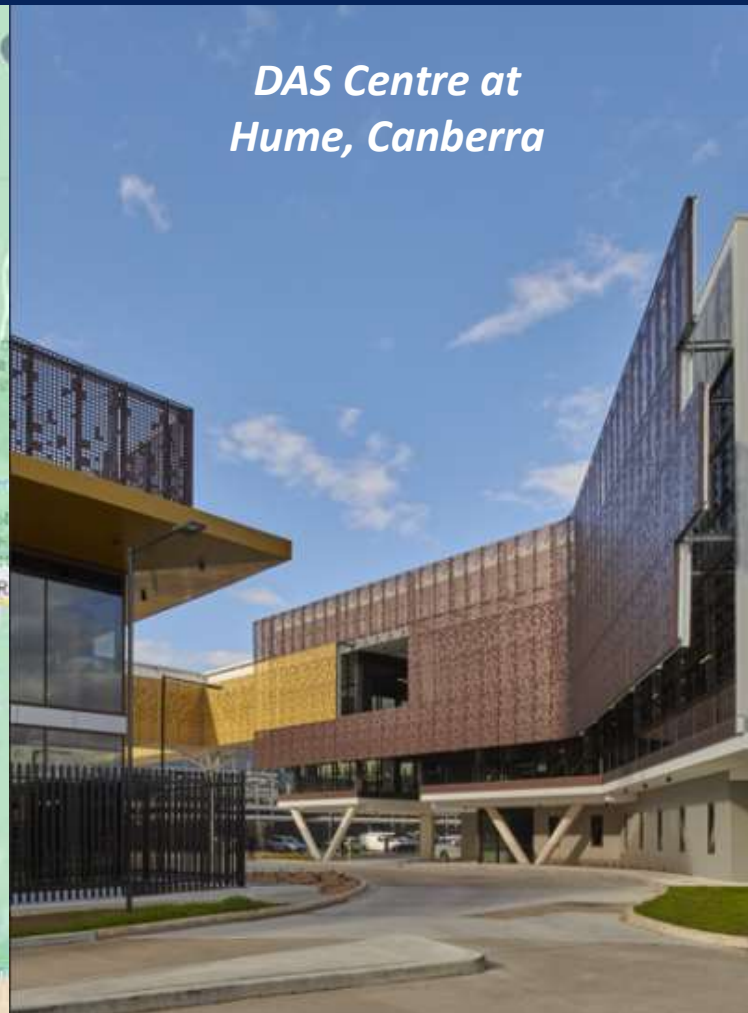
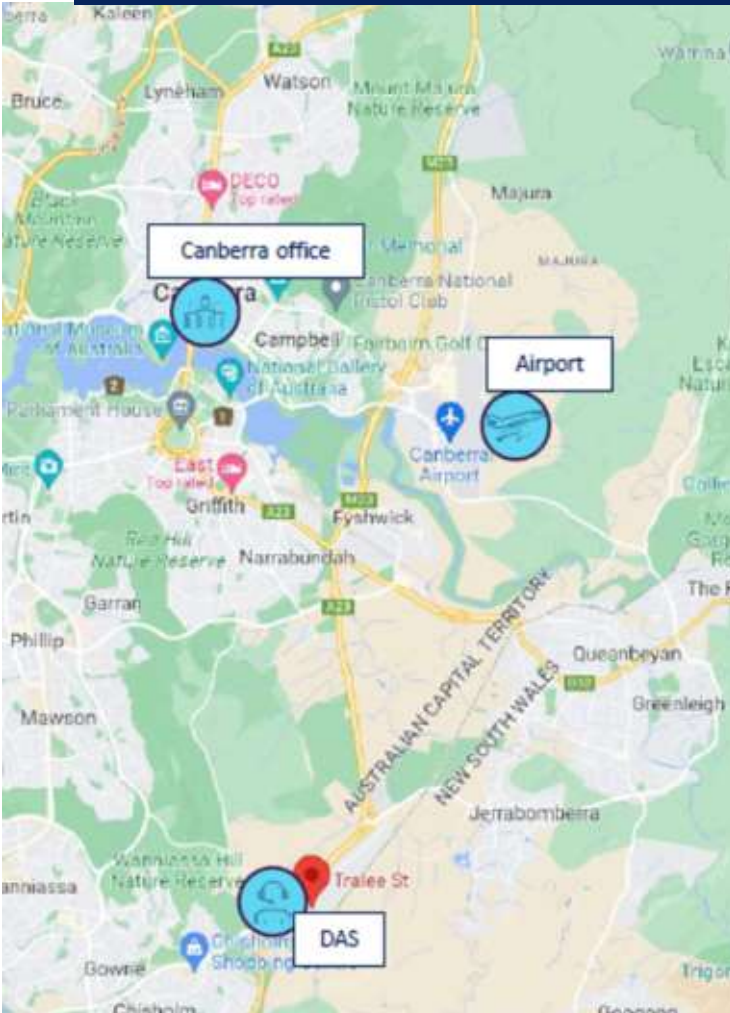
*DAS Centre at Eastern Creek, Western Sydney*





# How it works

## Canberra Airport DAS Centre



*DAS Centre at  
Hume, Canberra*



## Working with Frequentis

### Implementing a proven system

Digital control towers are not new  
- it is in use in nine countries in  
the world, including:

- Örnköldsvik Airport, Sweden -  
2015
- Saarbrücken Airport, Germany  
- 2018
- London City Airport, UK - 2021

Airservices is working with  
Frequentis, who provided the  
technology in Germany.



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Thank you

# Update from airport operator

Scott MacKillop, WSA Co.





An aerial rendering of the Western Sydney International (Nancy-Bird Walton) Airport. The image shows a large, modern terminal building with a blue and white facade, surrounded by a vast tarmac area filled with numerous aircraft. The airport is set against a backdrop of green fields and a clear sky. The text "Western Sydney International (Nancy-Bird Walton) Airport" is overlaid in large white letters across the center of the image.

# Western Sydney International (Nancy-Bird Walton) Airport

Forum on Western Sydney Airport  
March 2024



**Western  
Sydney  
Airport**





# Overall Progress



**Major Earthworks**



**Terminal**



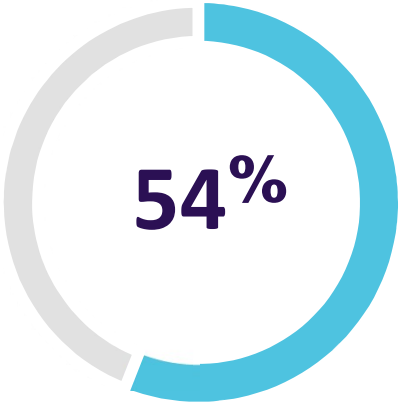
**Airside**



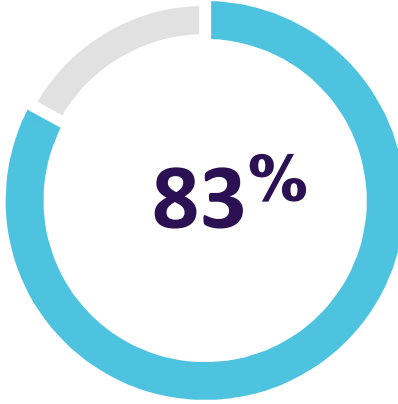
**Landside**



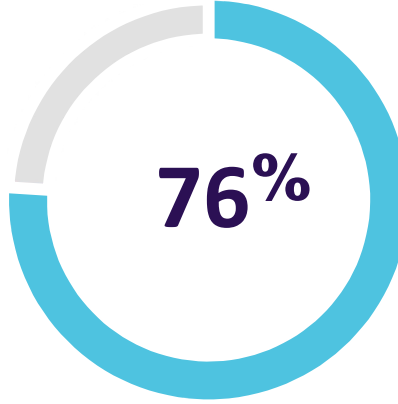
Construction commenced  
**Q3 2018**



Construction commenced  
**Q4 2021**



Construction commenced  
**Q4 2022**



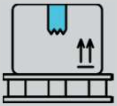
Construction commenced  
**Q4 2022**



## 24/7 operations remain fundamental to WSI's ability to maximise jobs and investment for Western Sydney and the Blue Mountains



WSI will be Sydney's first unrestricted airport, allowing us to compete nationally and globally and stop the loss of economic activity to Melbourne and Brisbane.



The main driver for the air cargo market are the opportunities created by 24/7 operations



24/7 operations allows airlines to develop new routes and services to Sydney, boosting tourism, trade and economic benefits that flow into homes and businesses.



An independent economic study showed that applying a curfew to WSI will cost up to 14,100 full-time jobs a year and \$3.6 billion of economic activity in Western Sydney by 2051.



The report also found that annual visitor expenditure facilitated by 24/7 operations at Western Sydney International Airport is forecast to reach \$6.8 billion by 2036, increasing to \$16.4 billion by 2051.

# WSI Transport Priorities

Airport is integral to the growth of a connected Western Sydney

## Key Transport Solutions:

- Bus services to WSI from Liverpool, Campbelltown, Penrith, including expansion and local bus – optimised stopping patterns to offer faster journey option
- Extension of Sydney Metro - Western Sydney Airport rail
  - Leppington and Glenfield to the south-east (short term)
  - Tallawong to the north (short term)
  - Campbelltown and the Macarthur region to the south (short-medium term)
  - Westmead and Parramatta to the west (medium term)
- Modification to the Blue Mountains Line Timetable
- New and Upgraded Roads for access and buses
  - Eastern Ring Road (between Elizabeth Drive and The Northern Road) and via Pitt Street, improving connections between Bradfield City and WSI
  - Upgrade of Elizabeth Drive between the M7 and The Northern Road
  - Upgrade and extension of Fifteenth Ave, between Liverpool and WSI
  - Construction of the Outer Sydney Orbital (M9) with connection to freight precinct



## First Nations activations

- Traineeship Information session for First Nations
- First Nations Taking Off Program.



## Experience Centre

- Current period 1 January - 4 March
- 5,279 visitors
- Total Visitors 68,217 since opening



# Community Engagement quarterly update

## Community Engagement

- Neighbourhood Family Fun Day – Middleton Grange
- Luddenham Show
- Western Sydney University Centre of Excellence IWD 'Unlocking women's labour potential in Western Sydney'
- Future of Women in Western Sydney Summit
- Western Sydney Community Forum ZEST Winners and Partners
- Lebanese Muslim Association
- WSI First Nations Traineeship Information Sessions
- Local Jobs Women's Working Group
- Campbelltown Challenge Walk

## School Engagement

(engagements started on 12 February)

- CSIRO Generation STEM – Colyton High School
- CSIRO Generation STEM – Blue Mountains Christian College
- Careers Expo - Crestwood HS
- Industry Pathway and Career Meet and Greet – St Marys HS
- IWD Cool Aeronautics
- Cathwest Innovation College – Mt Druitt
- St Columbia Catholic College
- First Nations Taking Off Program Cultural Immersion









An aerial architectural rendering of the Western Sydney International (Nancy-Bird Walton) Airport. The image shows a large, modern terminal building with a blue and white facade, surrounded by extensive tarmac areas with numerous aircraft parked at gates. The airport is integrated with green spaces and landscaped areas. The text "Western Sydney International (Nancy-Bird Walton) Airport" is overlaid in white on the left side of the image.

# Western Sydney International (Nancy-Bird Walton) Airport



**Western  
Sydney  
Airport**



# Other Business

