



**Australian Government**

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

# Forum on Western Sydney Airport (FoWSA)

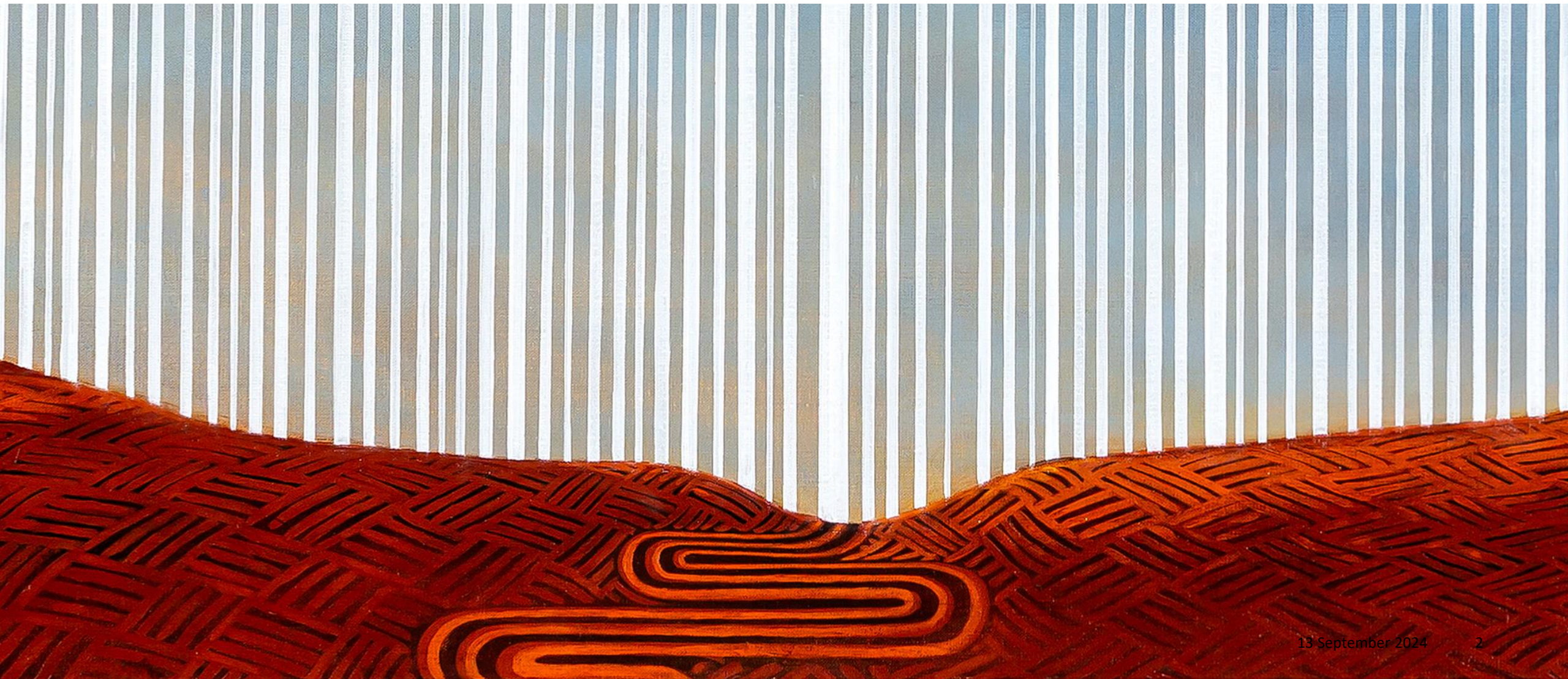
2 August 2024





# 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.



13 September 2024

2



# Agenda

No.	Item	Presenter	Time
1.	Welcome from the facilitator	Richard Wood	10:00am
2.	Action items	Richard Wood	10:05am
3.	Update on flight path design	To70	10:10am
	Morning Tea		11:15am
4.	Consultation update	WSP Australia	11:30am
5.	Environmental assessment update	WSP Australia	12:00pm
6.	EIS next steps	DITRDCA	12:30pm
7.	Update from the Air Navigation Service Provider	Airservices Australia	12:45pm
8.	Update from the airport operator	WSA Co	1:00pm
9.	Other business <ul style="list-style-type: none"><li>• next meeting</li><li>• future discussion items</li></ul>	All	1:15pm
	Meeting close		1:30pm

## Actions items from previous meetings

Mtg 23	Item No.	Action Item	Response
March 2024	1	Department to provide a breakdown of the number of submissions received by postcode data.	Closed. Provided to FoWSA Members via email on 10/4/2024
	2	Department to provide an update on results from the final tranche of market research at the next FoWSA.	Open. To be provided at future meeting in 2025.
	3	Airservices to present on the aviation and firefighting station being built at WSI.	Open. To be provided at today's FoWSA.



# 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 2025.
	4	FoWSA to receive briefing from WPCA on infrastructure activity in Western Sydney at future meeting.	Open. Briefing to be provided at meeting in 2025.

# Update on flight path design

Matt Shepherd, Director  
Business Development, To70



# Airspace design principles



Safety is non-negotiable.



Aircraft arrivals will not converge through a single merge point over any one residential area.



Overflights of residential areas and noise sensitive facilities will be avoided to the maximum extent possible.



Where flight paths are unable to avoid residential areas:

- Where possible, these areas should not be overflown by both arriving and departing aircraft.
- Noise abatement procedures should be optimised to ensure that residents are impacted as little as possible.



Airspace design will consider the impacts of air operations on natural and visually sensitive areas.



The community, aerodrome operators and airspace users will be consulted in determining the final flight paths.



Changes to the current noise sharing arrangements at Sydney (Kingsford Smith) Airport will be avoided.



Procedures will be developed to minimise the impact of night-time aircraft operations on the community while not constraining airport operations.



Noise mitigation measures will be developed.



Current airspace restrictions, such as those associated with military establishments, will be reviewed to improve efficiency and environmental impacts.



Ensure land use planning continues to prevent noise sensitive development in the highest noise exposure areas.



Arrivals will use a continuous descent approach where possible to reduce noise and greenhouse emissions.



# Submission Consideration

**All Submissions**  
Received and considered

**Flightpath/Airspace  
Specific**  
Referred to design team for possible  
consideration

**Proposals  
Developed**

WSI South




WSI North



WSI West



Noise  
Abatement  
Procedures



KSA Flight  
Paths



## Design update - Key considerations

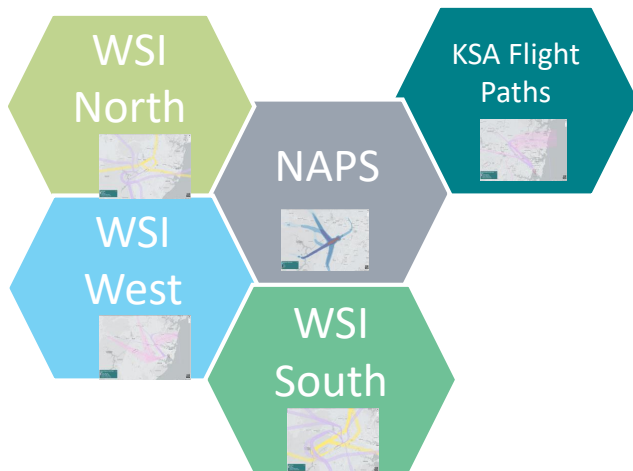
**Proposals  
Developed**

- Safe to implement
- Were flyable
- Improved flyability
  - Less slow speed
  - Less flap deployment

## Design update

The design process is on-going and will continue beyond the current phase into the Detailed Design Phase.

The department is now consulting on two proposals for the Reciprocal Runway Operations (RRO) mode, which have been developed in response to submissions made by the community on the 2023 Draft EIS.



### Proposal 1:

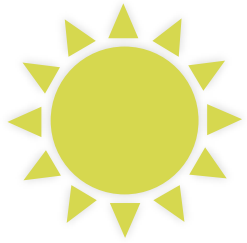
Revised flight paths for jet aircraft travelling east from WSI during RRO

### Proposal 2:

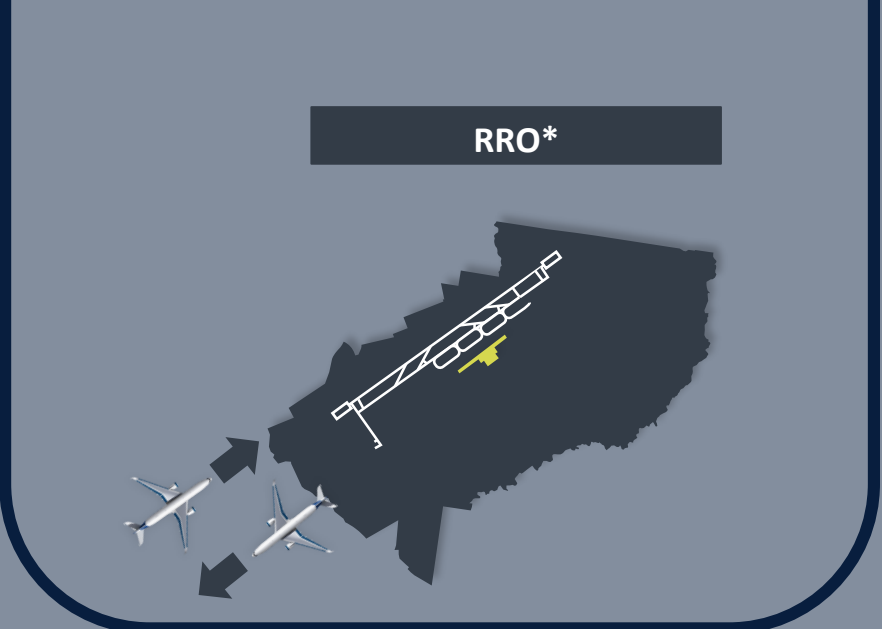
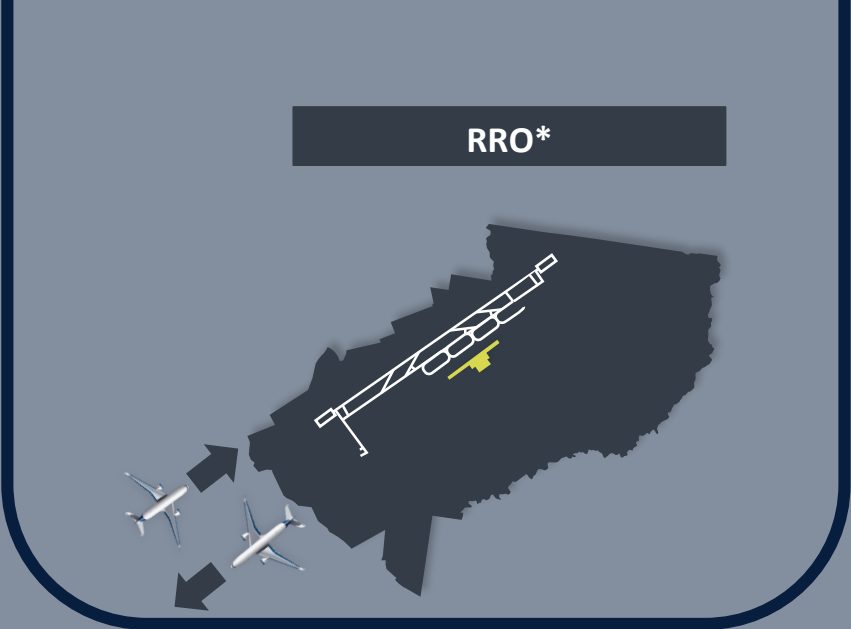
RRO noise abatement procedure



**Day - Evening**  
5.30 am to 11 pm



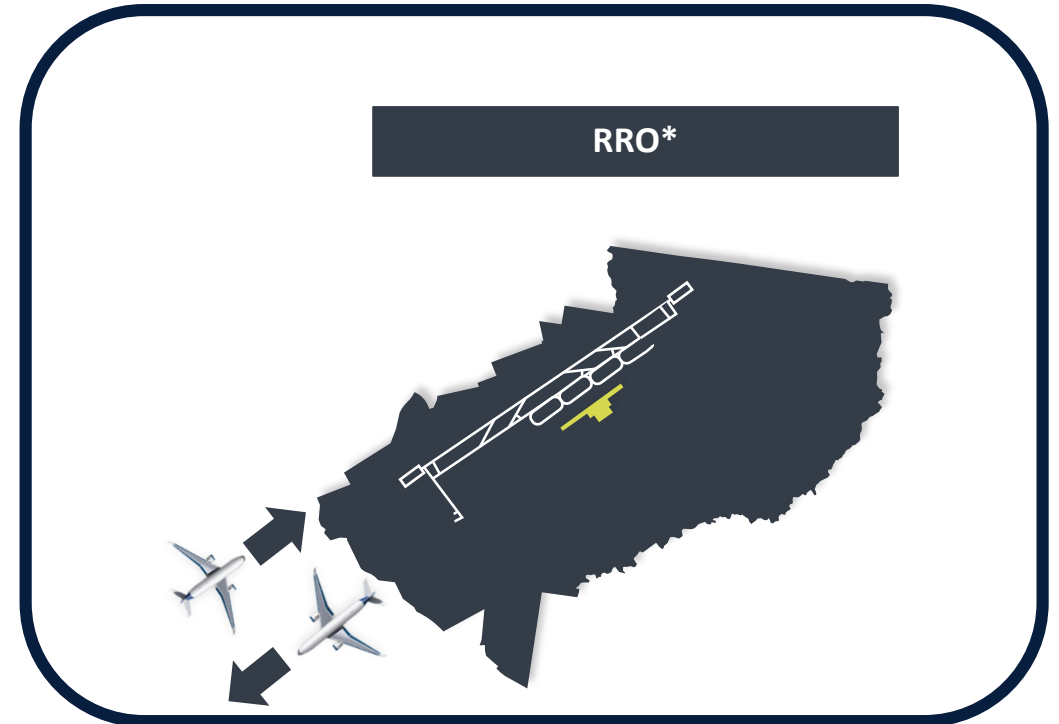
**Overnight**  
11 pm to 5.30 am



\* Reciprocal Runway Operations (RRO) is only suitable at night when air traffic level and weather condition permit

# Reciprocal Runway Operations (RRO) - Criteria

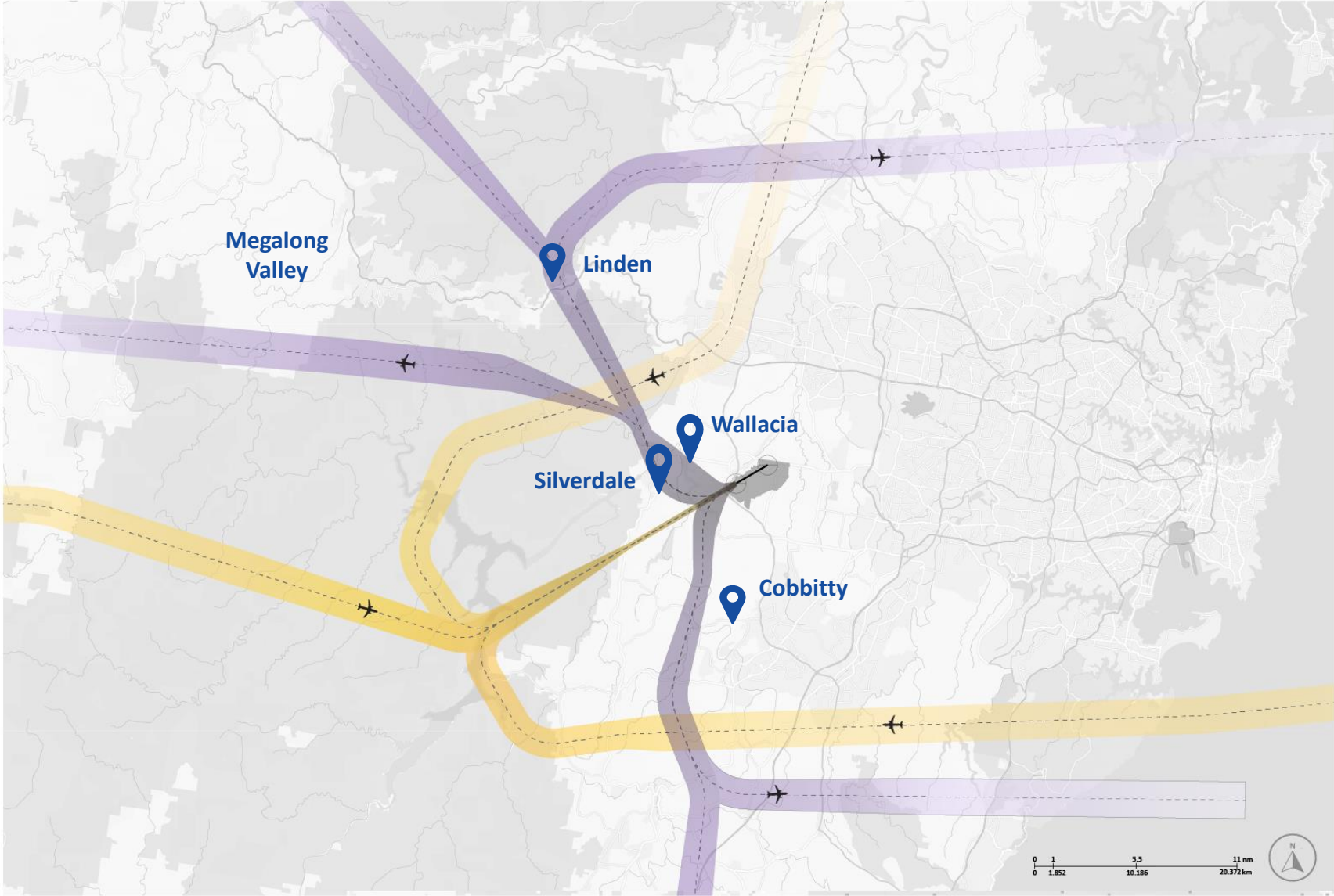
- Safety
  - Involves nose-to-nose flight paths
  - Managed by traffic demand and complexity
- Wind
  - <5kts tailwind- departure or arrival
- Precipitation
  - Runway dry
- Availability
  - RRO ~78%



# Current RRO Design – Draft EIS

## Key Features

- Departures-early turns
- Arrivals straight-in final



NIGHT 05|23 ARRIVALS + DEPARTURES  
RRO ONLY



13147AI09\_WSA



# Proposals

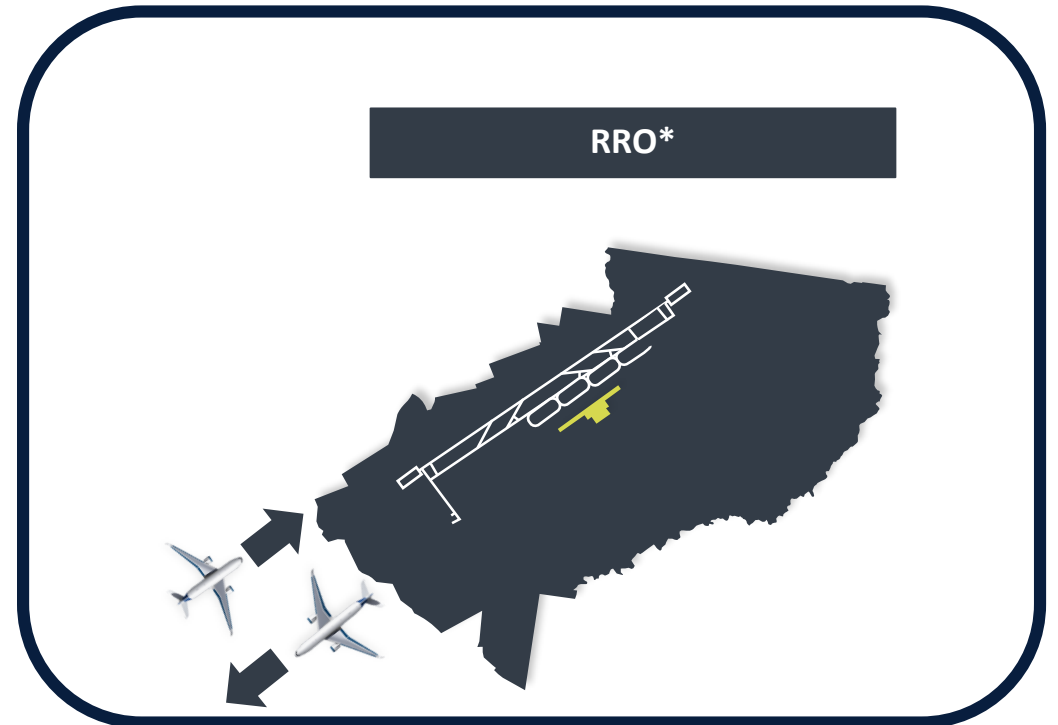
Both proposals are in relation to the RRO mode

## Proposal 1:

Revised flight paths for jet aircraft travelling east from WSI during RRO

## Proposal 2:

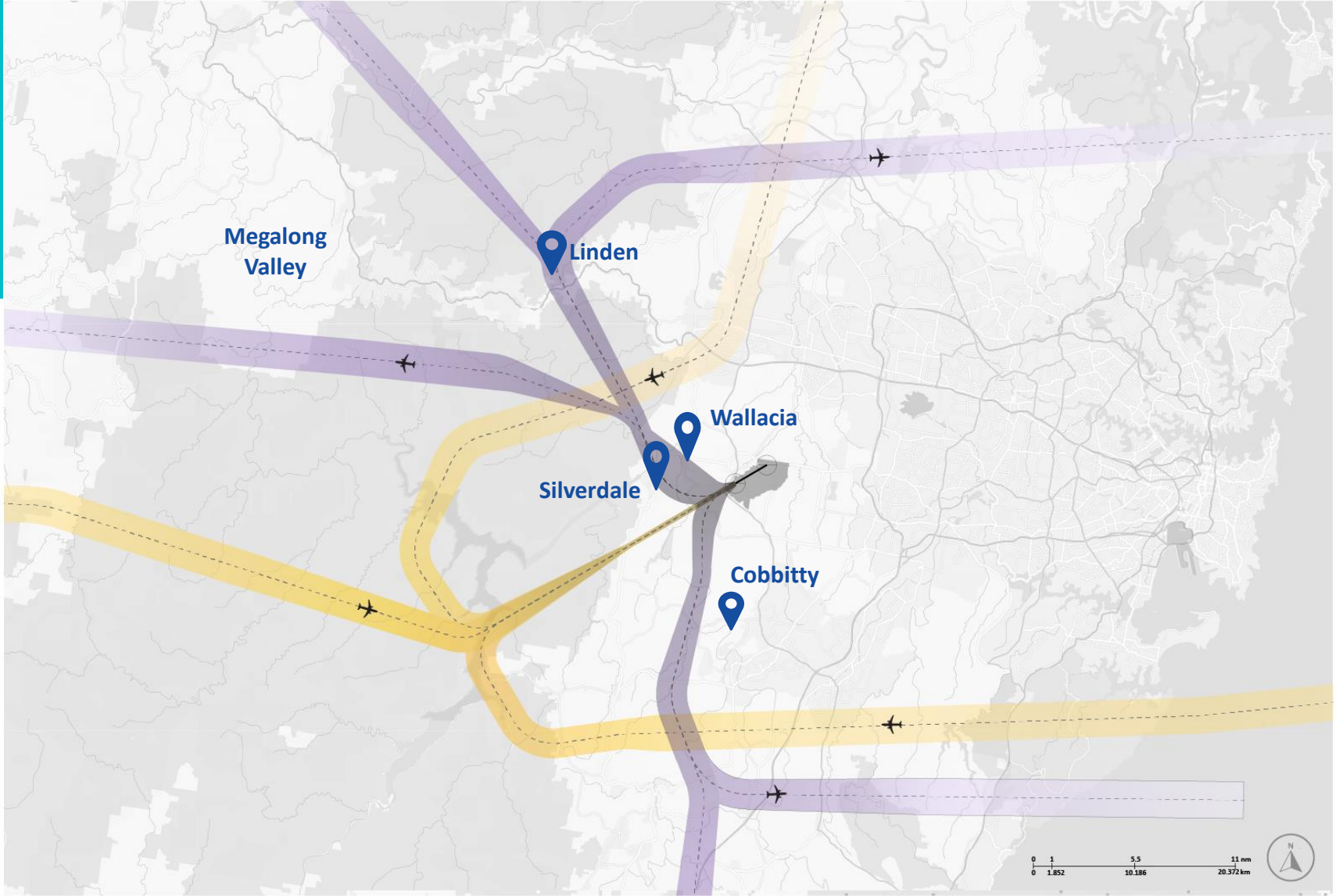
RRO noise abatement procedure



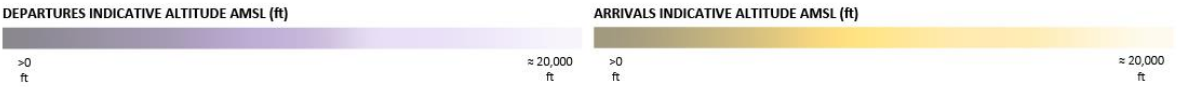
# Proposal 1:

Revised flight paths for jet aircraft traveling east from WSI during RRO

This image shows the RRO mode that was published in June 2023 and in the 2023 draft EIS



NIGHT 05|23 ARRIVALS + DEPARTURES  
RRO ONLY



13147Ai09\_WSA





# Noise Abatement Procedures

Noise Abatement procedures are procedure that are developed by the airport and ATC in consultation with the airlines and the community to minimise aircraft overflight noise.

They provide guidance to Pilots and ATC on:

- Noise preferred runways and flight paths selection
- Aircraft operating procedures such as flap deployment and thrust settings

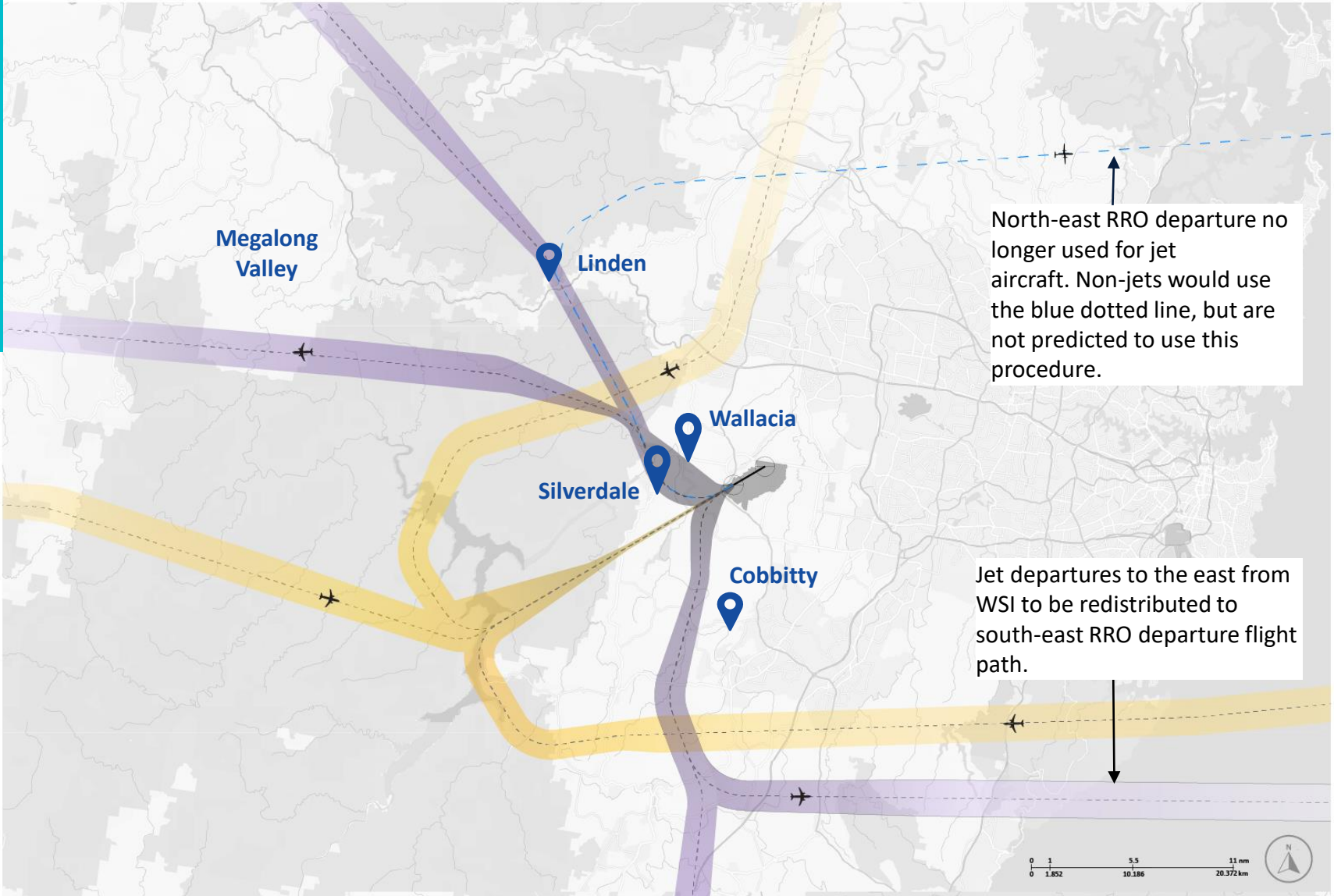
## Proposal 2:

RRO noise abatement procedure

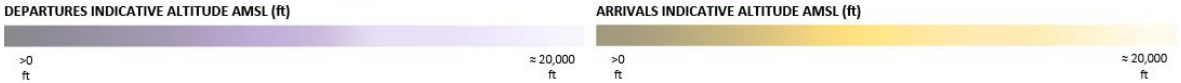
\*Proposal 2 would be a modification to the way that the RRO mode is planned to operate



Proposed RRO mode with revised flight paths for jets travelling east from WSI (Proposal 1)



NIGHT 05 | 23 ARRIVALS + DEPARTURES  
RRO ONLY



13147Ai09\_WSA



# Proposal 2: RRO noise abatement procedure

Aircraft can be directed to fly anywhere in the shaded area

When air traffic permits, air traffic control to direct jet aircraft departing north and west to travel clear of noise sensitive areas in Wallacia, part of Silverdale and the mid-Blue Mountains.

Continued non-jet use on RRO departure

North-east RRO departure no longer used for jet aircraft. Non-jets would use the blue dotted line, but are not predicted to use this procedure.

Jet departures to the east from WSI to be redistributed to south-east RRO departure flight path.

NIGHT 05 | 23 ARRIVALS + DEPARTURES INCLUDING RRO

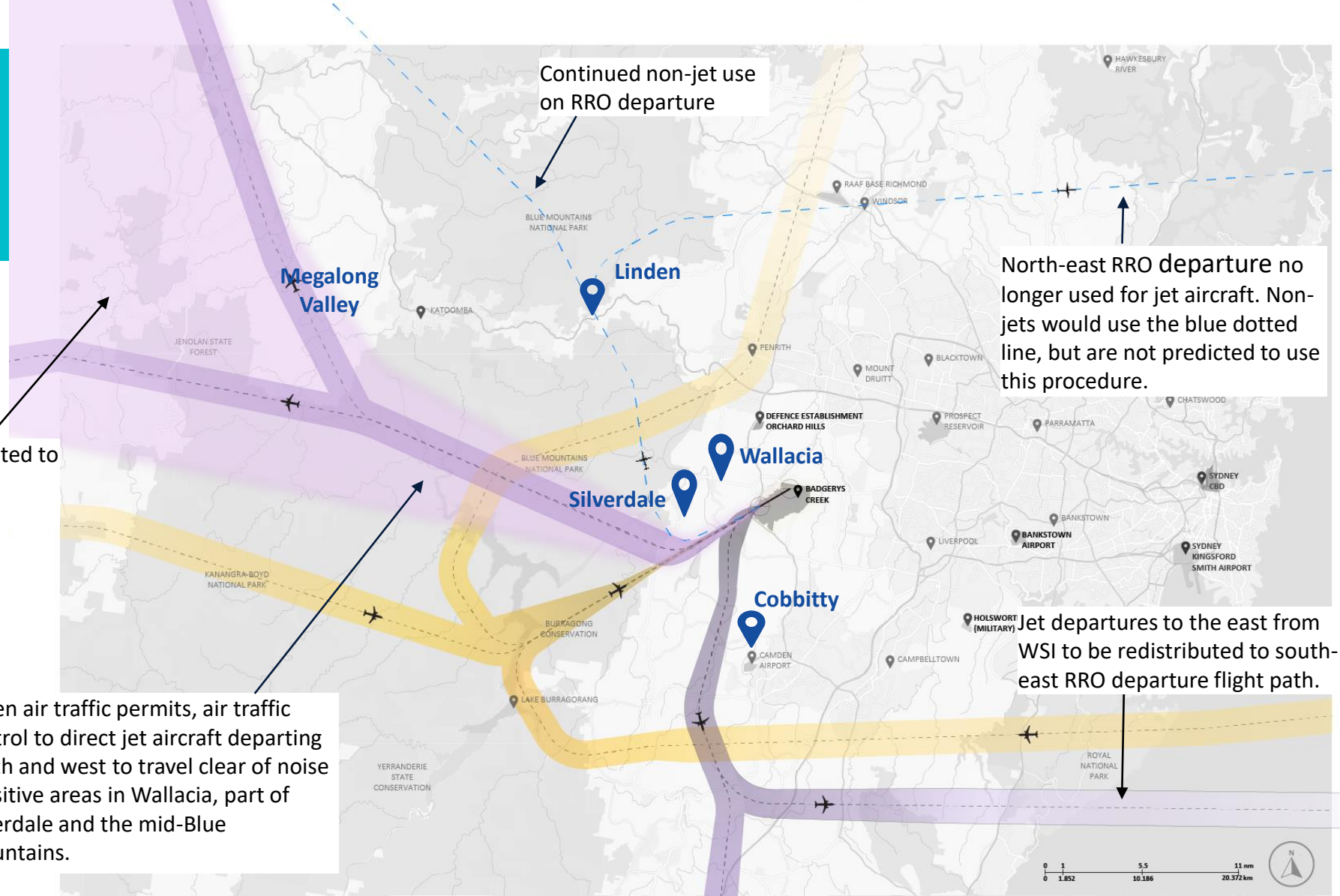
13147Ai09\_WSA

DEPARTURES INDICATIVE ALTITUDE AMSL (ft)

>0 ft SPREAD ←

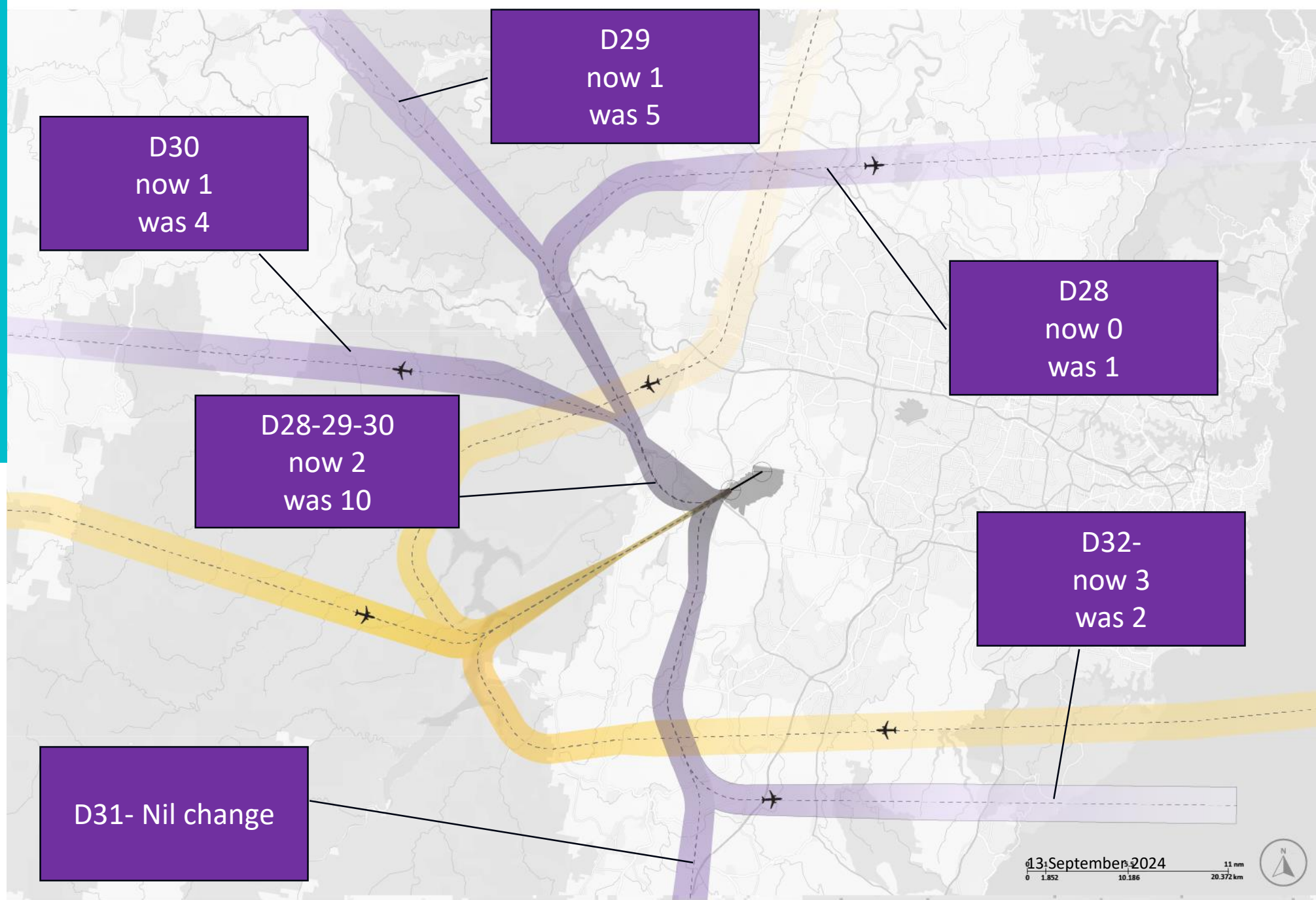
ARRIVALS INDICATIVE ALTITUDE AMSL (ft)

>0 ft SPREAD ← ≈ 20,000 ft



# Proposals 1 and 2

Maximum aircraft overflights predicted for 2033 – comparison with the current RRO design

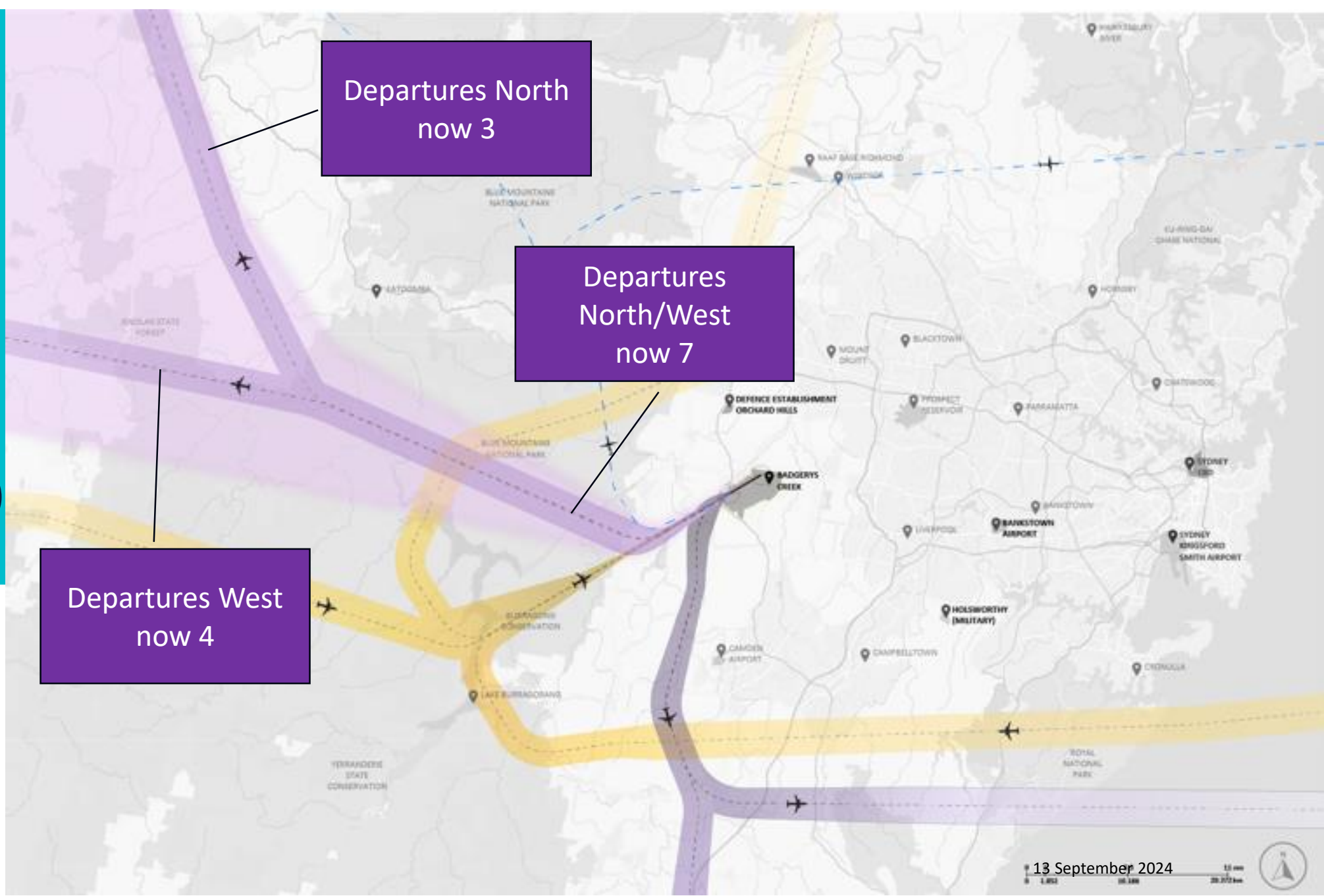


Note: The D-labels refer to flight paths. The count represents the maximum average number of aircraft expected per night for 2033



# Proposals 1 and 2

Maximum aircraft overflights predicted for 2033 – proposed RRO mode with use of RRO NAP when traffic permits (Proposals 1 and 2)



Note: The D-labels refer to flight paths. The count represents the maximum average number of aircraft expected per night for 2033

# Noise impacts – Proposals 1 and 2

## N60 night contours for 2033 – Before

This is the N60 night  
contour map published  
in June 2023 and in the  
2023 draft EIS



PAL 1 (2033)  
N60 - Night (11pm-5:30am)  
Scenario 4

**LEGEND**

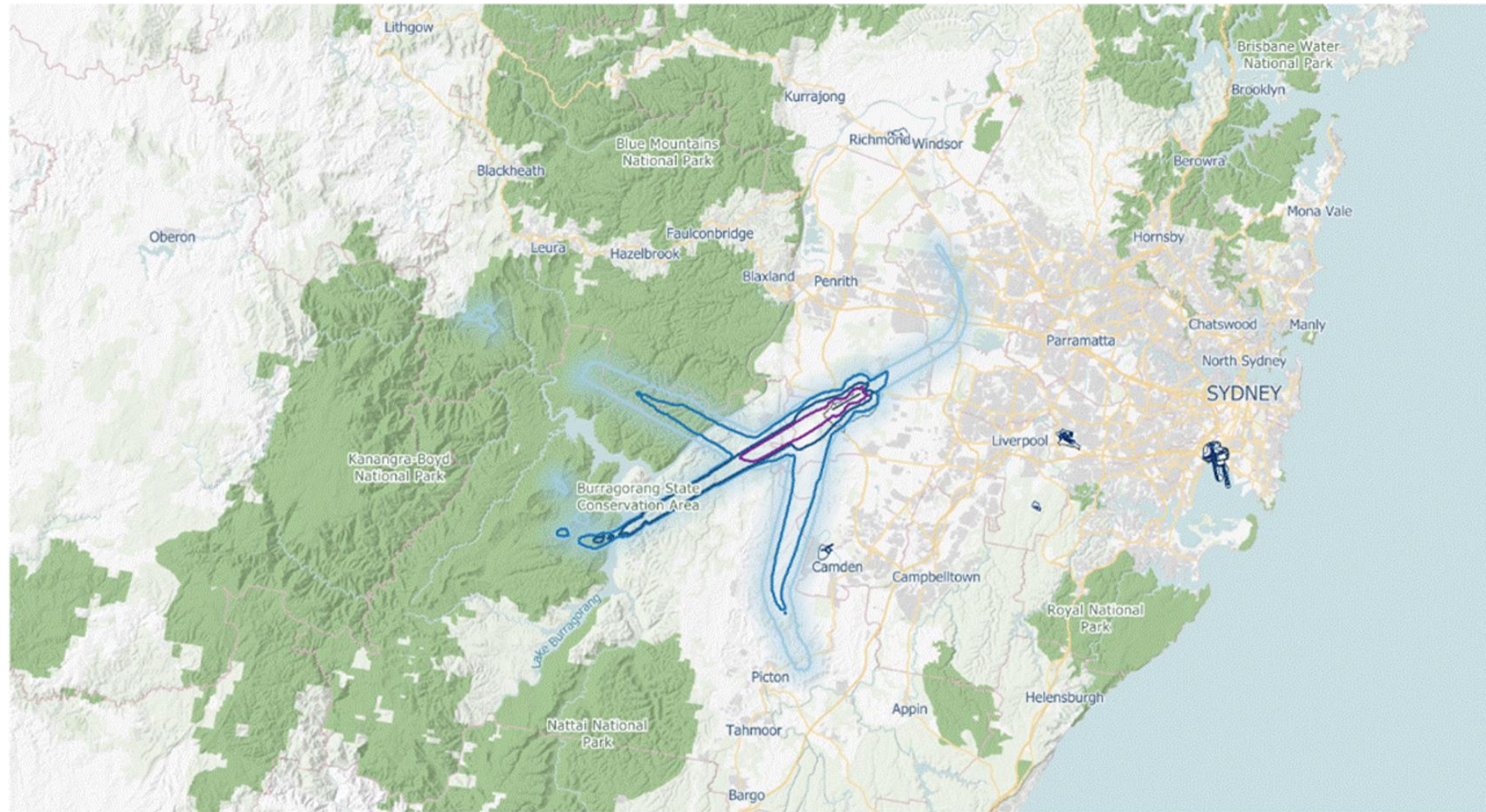
- 2-4 Movements
- 5-9 Movements
- 10-19 Movements
- 20+ Movements

N 0 10 20 km

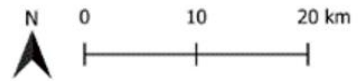


# Noise impacts – Proposals 1 and 2

## N60 night contours 2033 – After



PAL 1 (2033)  
N60 - Night (11pm-5:30am)  
Scenario 4

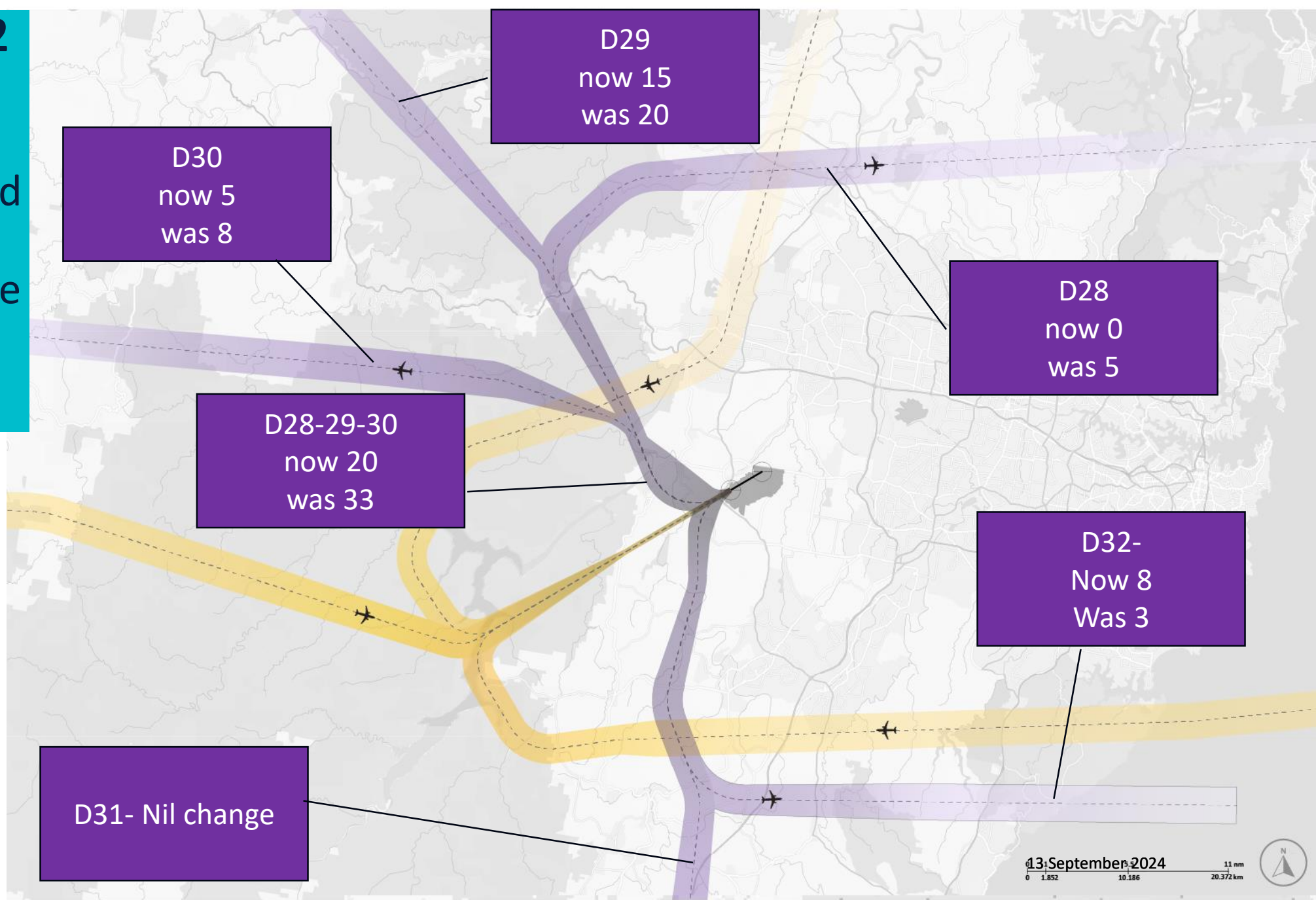


This is the N60 night  
contour map with the 2  
flight path proposals



# Proposals 1 and 2

Maximum aircraft overflights predicted for 2055 – comparison with the current RRO design



Note: The D-labels refer to flight paths. The count represents the maximum average number of aircraft expected per night for 2033

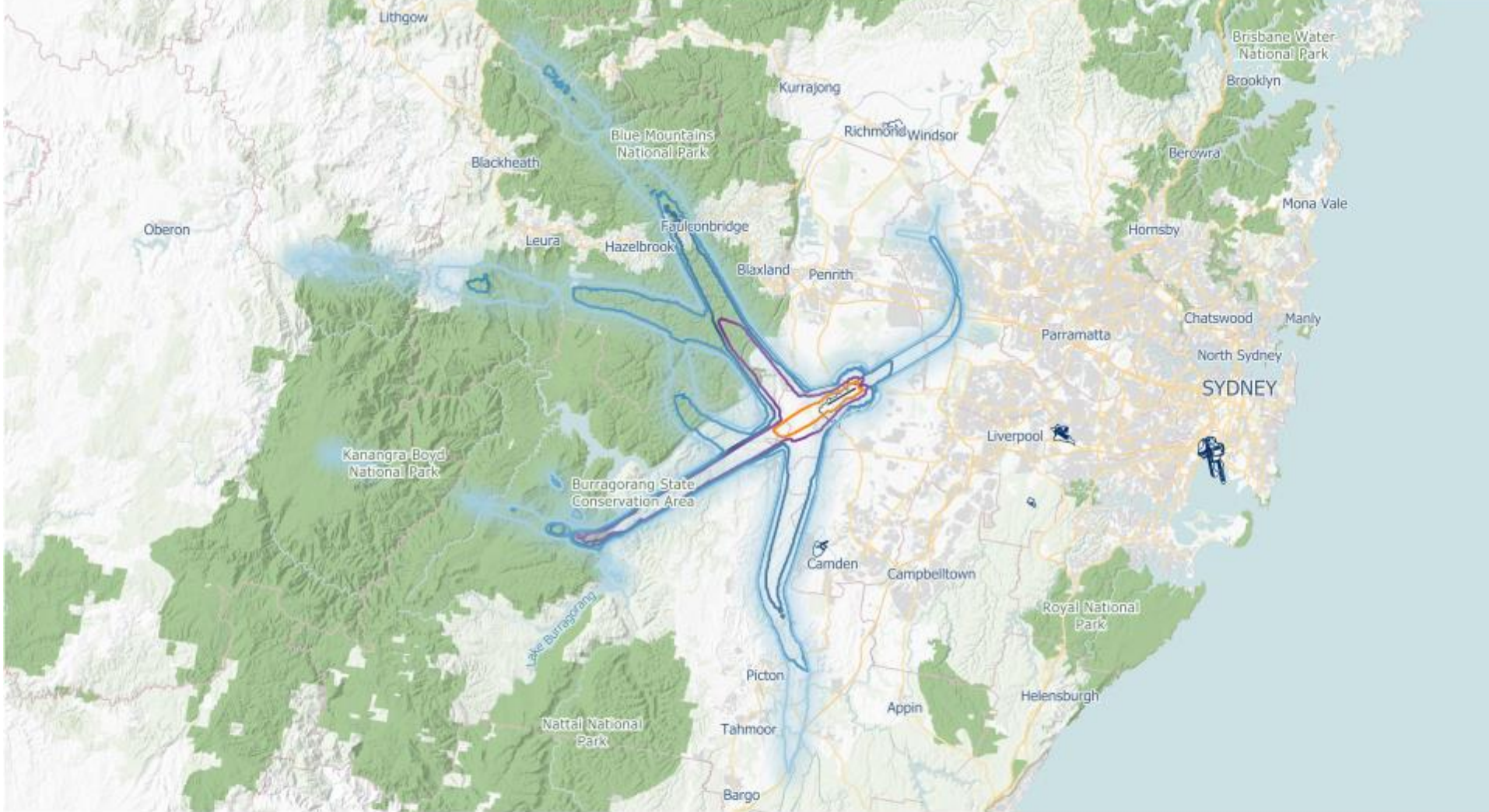




# Noise impacts – Proposals 1 and 2

# N60 night contours for 2055 – Before

This is the N60 night  
contour map published in  
the 2023 draft EIS



PAL 3 (2055)  
N60 - Night (11pm-5:30am)  
Scenario 4

**LEGEND**

- 2-4 Movements
- 5-9 Movements
- 10-19 Movements
- 20-49 Movements
- 50+ Movements
- Runway 05-23

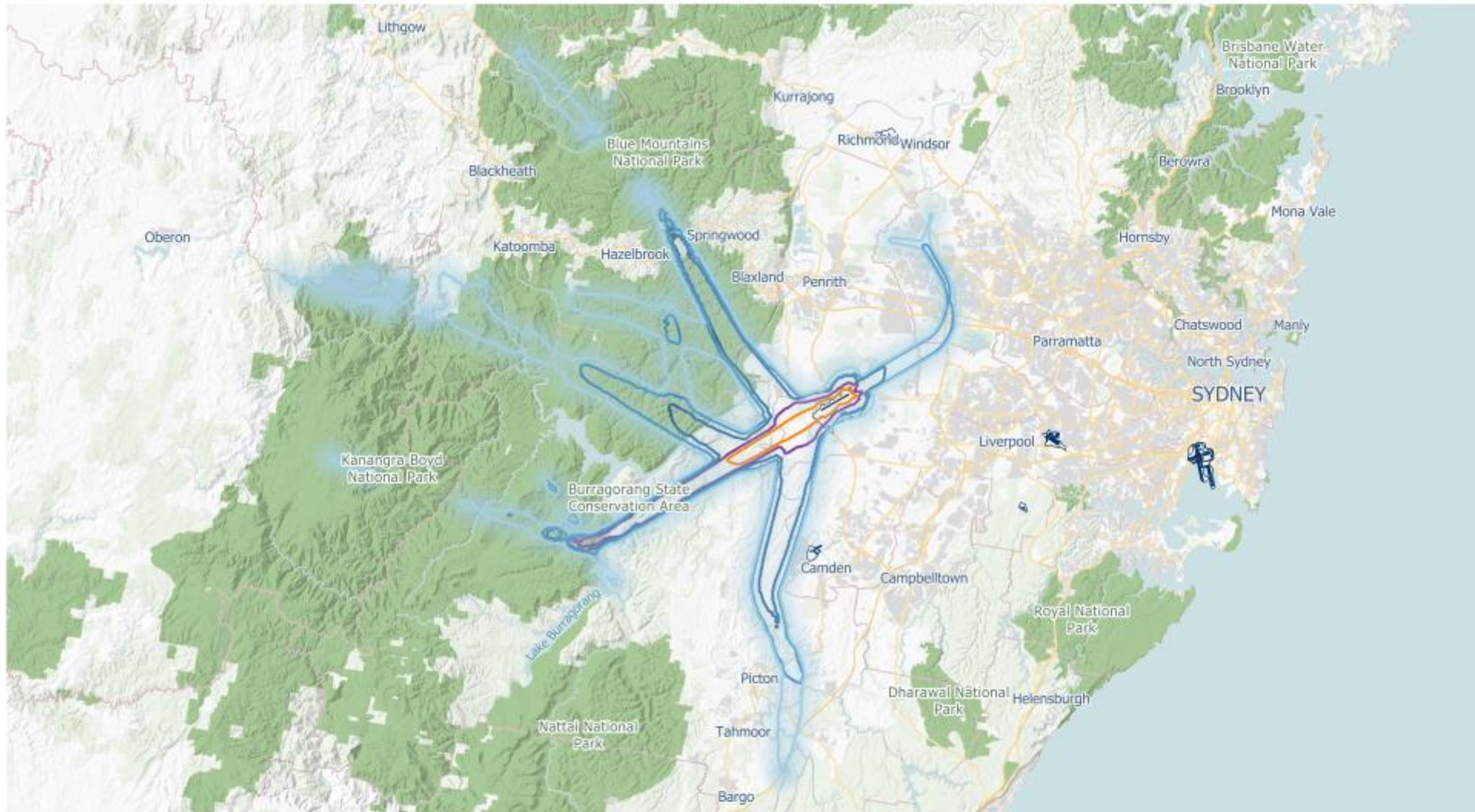
N 0 10 20 km



# Noise impacts – Proposals 1 and 2

## N60 night contours for 2055 – After

This is the N60 night  
contour map with the 2  
flight path proposals



PAL 3 (2055)  
N60 - Night (11pm-5:30am)  
Scenario 4

**LEGEND**

- 2 - 4 Movements
- 5 - 9 Movements
- 10 - 19 Movements
- 20 - 49 Movements
- 50 + Movements
- Runway 05-23

N 0 10 20 km

# Questions?



# Morning tea break



# Engagement update

Deborah Palmer, Communications  
and Stakeholder Engagement,  
WSP Australia



# Since we saw you last

- Release of a 'Draft EIS submissions overview' brochure
- All submissions, excluding confidential submissions, have been published on [wsiflightpaths.gov.au](https://wsiflightpaths.gov.au)
- The department attended the WSA Open Day on 22 June 2024 and spoke with about 200 people



# 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

# Targeted consultation on 2 flight path proposals in August 2024

- Aim is to raise awareness and understanding of the proposals and to hear feedback.
- Encourage residents and stakeholders to attend their local community information and feedback session, or the online info session, to find out more and have their say.
- The primary target audience is residents and businesses in the areas that will be particularly impacted by the two flight path proposals:
  - Silverdale, Wallacia, Warragamba, Linden, Faulconbridge, Greendale, Megalong Valley, Woodford, Bringelly, Cobbitty, Ellis Lane, Theresa Park and Mount Hunter.



# Raising awareness – Mail

Information flyer will be distributed to residential and business addresses in the following locations:

- Silverdale, Wallacia and Warragamba
- Linden, Faulconbridge and Woodford
- Megalong Valley
- Bringelly, Greendale, Cobbitty, Theresa Park, Mount Hunter, Ellis Lane

**Flyer will be delivered from 3 August**

The flyer is a dark blue document with white and light blue text. At the top left is the Australian Government crest and the text 'Australian Government Department of Infrastructure, Transport, Regional Development, Communications and the Arts'. At the top right is a circular icon of an airplane. The main title is 'An update on the preliminary flight paths in your area for Western Sydney International (Nancy-Bird Walton) Airport'. Below this is a light blue button with the text 'Visit [wsiflightpaths.gov.au](https://wsiflightpaths.gov.au) to find out more'. The main body of the flyer is light blue and contains a letter to residents/business owners. It explains that the government is consulting on two flight path proposals: revised paths for jets travelling east at night, and a new noise abatement procedure for overnight aircraft. It states that these proposals may impact the area and invites residents to attend a community information and feedback session in August 2024. It provides contact information: a website ([wsiflightpaths.gov.au](https://wsiflightpaths.gov.au)), a phone number (1800 038 160), and an email address ([wsiflightpaths@infrastructure.gov.au](mailto:wsiflightpaths@infrastructure.gov.au)). A QR code is also present. At the bottom right, there is a dark blue sidebar with a circular airplane icon, the text 'Information in your language', and the Translating and Interpreting Service (TIS National) logo and contact information. The footer of the flyer includes the text 'The final preliminary flight paths will be in the final Environmental Impact Statement due to be released in late 2024.' and a vertical reference number 'INFRA6475'.

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

**An update on the preliminary flight paths in  
your area for Western Sydney International  
(Nancy-Bird Walton) Airport**

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

Dear resident/business owner,

Following feedback received on the preliminary flight paths for Western Sydney International (Nancy-Bird Walton) Airport draft Environmental Impact Statement, the Australian Government is consulting your community on two flight path proposals for the airport. These are:

- revised flight paths for jets travelling east from the airport at night.
- a new noise abatement procedure for overnight aircraft.

**These proposals may impact your area.**

You are invited to attend a community information and feedback session (online or in-person) during August 2024 to find out more and have your say.

To learn more about the proposals, community session details and how to provide feedback:

- **Visit** [wsiflightpaths.gov.au](https://wsiflightpaths.gov.au)
- **Phone** 1800 038 160 (Monday–Friday, 9am–5pm)
- **Email** [wsiflightpaths@infrastructure.gov.au](mailto:wsiflightpaths@infrastructure.gov.au)

**Information in your language**

**Translating and Interpreting Service (TIS National)**

If you require the services of an interpreter, please contact the Translating and Interpreting Service on **131 450** and ask them to call the engagement team on **1800 038 160**.

The final preliminary flight paths will be in the final Environmental Impact Statement due to be released in late 2024.

INFRA6475

# Raising awareness – Social media

A social media campaign with targeted posts to the impacted areas will begin 3 August 2024.

We encourage members to share details of the upcoming online webinar and CIFS via their social media channels.



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



Western Sydney  
International (Nancy-Bird  
Walton) Airport flight paths  
community information and  
feedback session



**Wallacia Progress Hall,  
14 Aug 4–7pm**

# Raising awareness – Press

Notices of the community information and feedback sessions will be published in the following newspapers:

- Western Weekender
- The District Reporter
- Blue Mountain Gazette



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

### Western Sydney International Airport flight path design

The Australian Government is consulting affected communities on two flight path proposals for the Western Sydney International (Nancy-Bird Walton) Airport. These are:

- revised flight paths for jets travelling east from the airport at night; and
- a new noise abatement procedure for overnight aircraft.

**Your area may be impacted by the proposals.**  
Attend a community information and feedback session to find out more and have your say.

Mon 12 Aug, 7 – 8.30pm	Online
Wed 14 Aug, 4 – 7pm	Wallacia Progress Hall, 40 Greendale Rd, Wallacia
Thu 15 Aug, 4 – 7pm	Megalong Community Hall, Megalong Rd, Megalong Valley
Thu 22 Aug, 4 – 7pm	Faulconbridge Community Hall, 9-9A Home St, Faulconbridge
Sat 24 Aug, 9am – 12pm	Cobbitty Public School, 306 Cobbitty Rd, Cobbitty

For more information and to register for an event, visit [wsiflightpaths.gov.au](http://wsiflightpaths.gov.au)

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[www.infrastructure.gov.au](http://www.infrastructure.gov.au)

# New brochure on the flight path proposals

A new brochure has been developed to support the community to understand the proposals.

The brochure details the two proposals as presented by To70 today.





# Online information and feedback session

A webinar will be held on 12 August 2024

- Detail about the two flight path proposals
- Overview of environmental assessment for the proposals
- Opportunity to give feedback
- Facilitated Q & A with expert panel members



# Community Information and Feedback Sessions (CIFS)

Date	Location	Time
12 August	Online	7pm – 8.30pm
14 August	Wallacia Progress Hall	4pm – 7pm
15 August	Megalong Valley Community Hall	4pm – 7pm
22 August	Faulconbridge Community Hall	4pm – 7pm
24 August	Cobbitty Public School	9am – 12pm



# Other activities

- Email to key stakeholders informing them of the proposals and consultation and asking them to promote the community events with their networks
- Emails to the project mailing list (over 2,000 people) to advise them of the consultation, new brochure available and community engagement options
- Stakeholder briefings
- Story on the department's website [www.infrastructure.gov.au](http://www.infrastructure.gov.au)

# Having your say

There will be no formal submission process.



We encourage people to attend and give feedback at a community information and feedback session (CIFS).



Written feedback can also be provided by email to [wsiflightpaths@infrastructure.gov.au](mailto:wsiflightpaths@infrastructure.gov.au).

The department will consider feedback received at CIFS in reviewing the proposals for inclusion in the final EIS. The department will endeavor to consider written feedback.



# Community Engagement Team contact details

**Dedicated phone number:**

1800 038 160

**Email:**

[wsiflightpaths@infrastructure.gov.au](mailto:wsiflightpaths@infrastructure.gov.au)

**Online Community Portal:**

[wsiflightpaths.gov.au](http://wsiflightpaths.gov.au)



# Environmental assessment update

Louise MacDonald, Principal  
Environmental Manager, WSP  
Australia



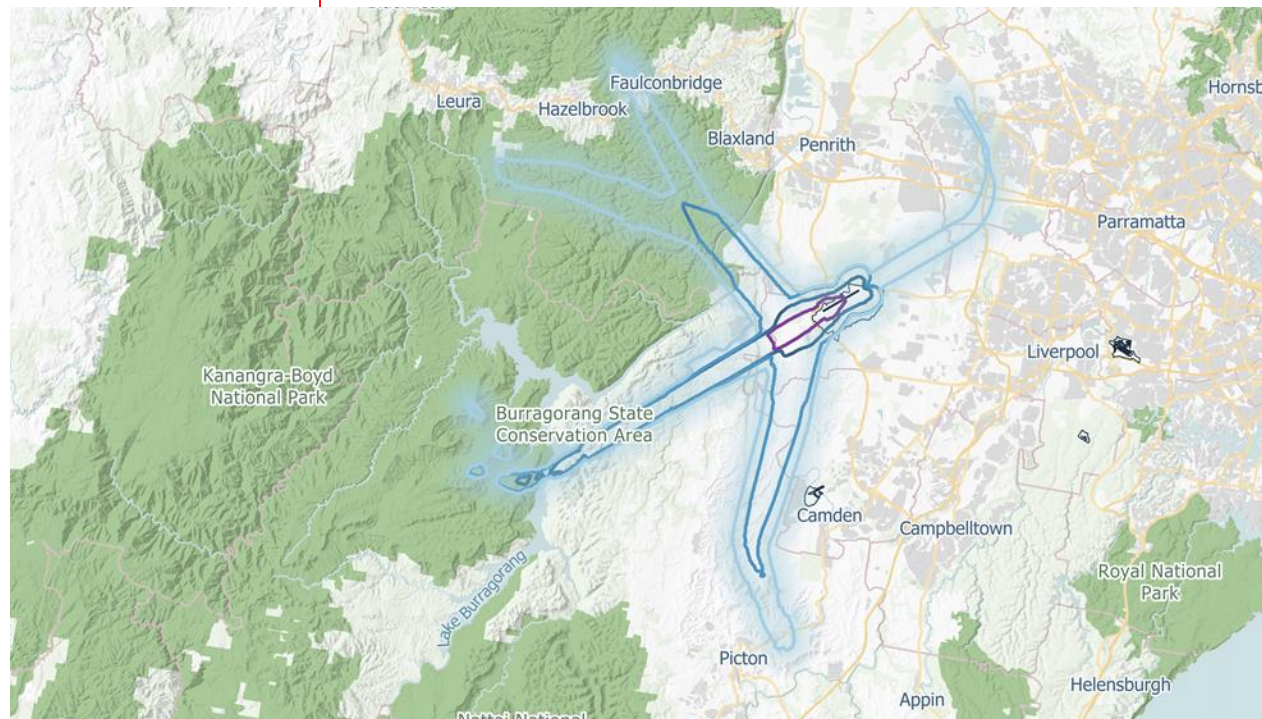
# Aircraft Noise

- The assessment has considered the 3 reference years set out in the draft EIS: 2033, 2040 and 2055.
- N60 night noise contours for the current RRO mode were published in with the draft EIS. The 'after' images show the N60 night noise contours for the RRO mode of operation with the 2 proposals.
- The N60 night measure shows the number of events at or above 60 decibels that would be experienced by a receiver at ground level on an average night between 11pm and 05:30am. The N60 measure is generally used for night-time aircraft movements.

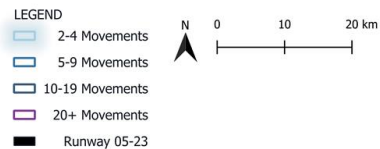
# Noise impacts – Proposals 1 and 2 – N60 night contours for 2033

Before

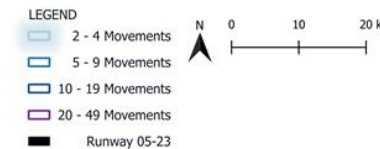
After



PAL 1 (2033)  
N60 - Night (11pm-5:30am)  
Scenario 4



PAL 1 (2033)  
N60 - Night (11pm-5:30am)  
Scenario 4



N60 night contour map published in June 2023 and in the draft EIS.

N60 night contour map with the 2 flight path proposals.



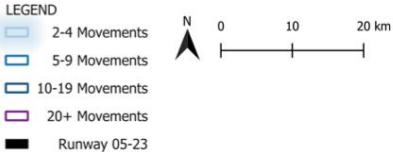
# Noise impacts – Proposals 1 and 2 – N60 night contours for 2040

Before

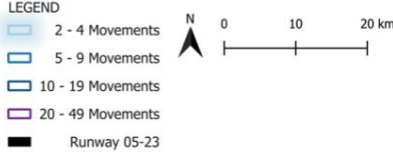
After



PAL 2 (2040)  
N60 - Night (11pm-5:30am)  
Scenario 4



PAL 2 (2040)  
N60 - Night (11pm-5:30am)  
Scenario 4



N60 night contour map published in June 2023 and in the draft EIS.

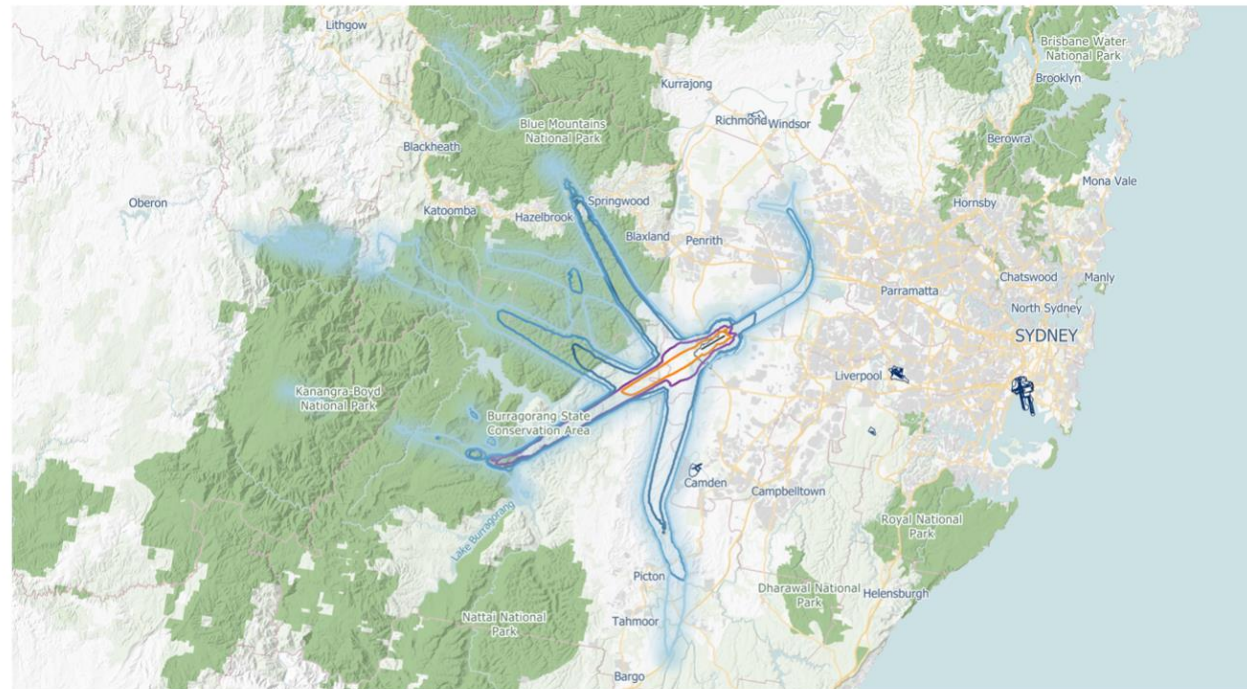
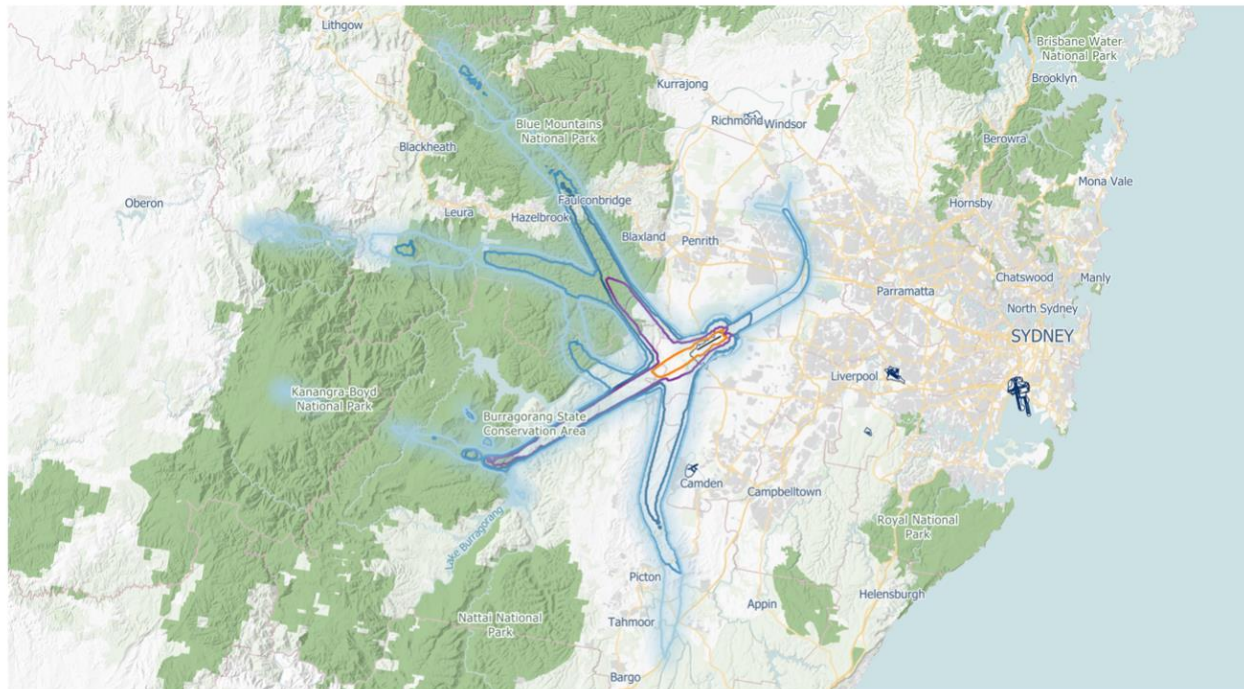
N60 night contour map with the 2 flight path proposals.



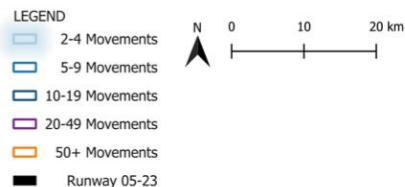
# Noise impacts – Proposals 1 and 2 – N60 night contours for 2055

Before

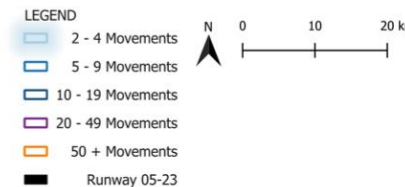
After



PAL 3 (2055)  
N60 - Night (11pm-5:30am)  
Scenario 4



PAL 3 (2055)  
N60 - Night (11pm-5:30am)  
Scenario 4



N60 night contour map published in the draft EIS.

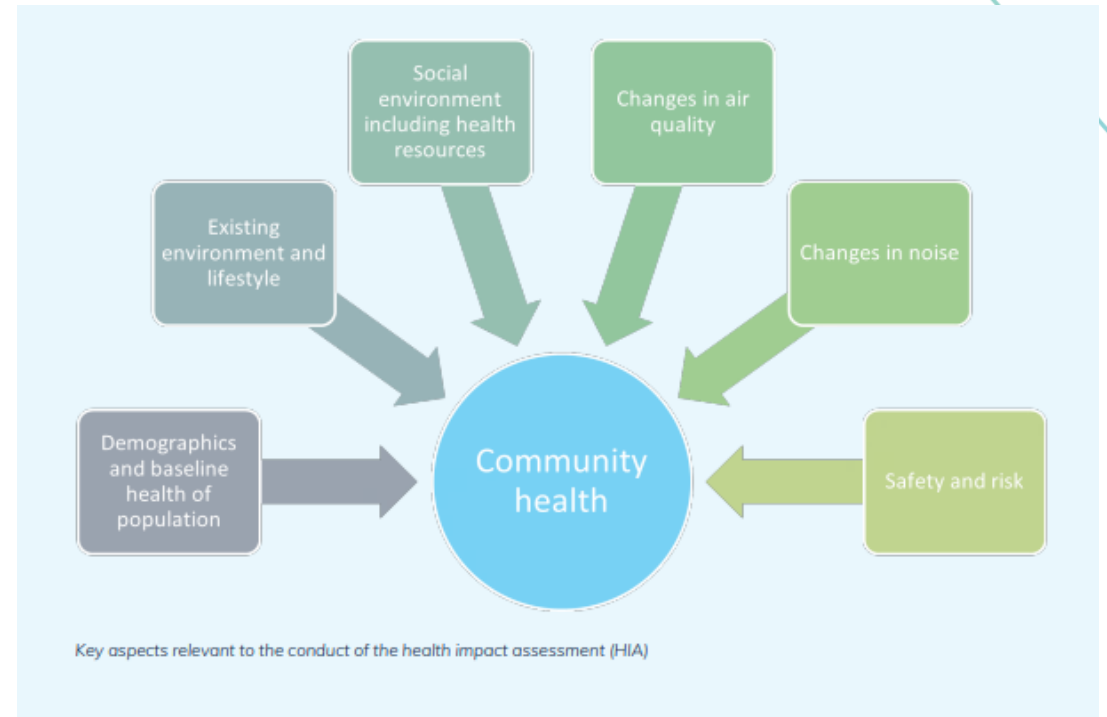
N60 night contour map with the 2 flight path proposals.

# Matters of National Environmental Significance

- The proposals would not be expected to change the overall assessment on any Matters of National Environment Significance (including impacts on the Greater Blue Mountains Area (GBMA)) compared to the assessment in the draft EIS.
  - Some areas of the GBMA to the north of Lake Burragorang would be newly overflowed under the proposals.
  - Some areas of the GBMA to the south of the Great Western Highway and to the north and east of Blackheath would no longer be overflowed under the proposals.
- The additional areas of overflight associated with the RRO noise abatement procedure (RRO-NAP) proposal are also already overflowed during daytime periods under the preliminary flight paths and would have similar impacts during RRO-NAP.

# Human health

- Overall, the impacts associated with the proposals are small and would not result in changes to conclusions in the draft EIS.
- % highly sleep disturbed (HSD) is essentially unchanged from that presented in the draft EIS under the proposals.
- A very small increase in the average %HSD is noted for Greendale and Silverdale, and a very small decrease in the average %HSD is noted for Mulgoa and Wallacia.





# Biodiversity

- The proposals would not result in changes to the overall biodiversity impacts as assessed in the draft EIS.
- A portion of the Blue Mountains National Park to the north of the Great Western Highway would see reduced overflight under the proposals.
- However different areas of the southern portion of the Blue Mountains would be newly overflowed by departing aircraft under the proposals, resulting in a similar overall level of overflight of the area as a whole.

# Heritage

- These proposals are not expected to change heritage impacts.
- Impacts to Aboriginal Places close to WSI and the Greater Blue Mountains Area World Heritage site remain the same as the draft EIS.

# Landscape and visual amenity

- Overall, the proposals would result in a minor positive change to the impact.
- For urban and semi-urban areas including towns along the Great Western Highway, there would be reduced impacts under the proposals as flights would continue to travel south of the Great Western Highway before turning north west of Katoomba.
- The main change in overall visual impacts would be for:
  - Wallacia and Mulgoa, which would likely experience slightly reduced impacts due to a reduced number of overflights under the proposals
  - South of Silverdale, which could experience an increased level of impact due to movements under the proposals.

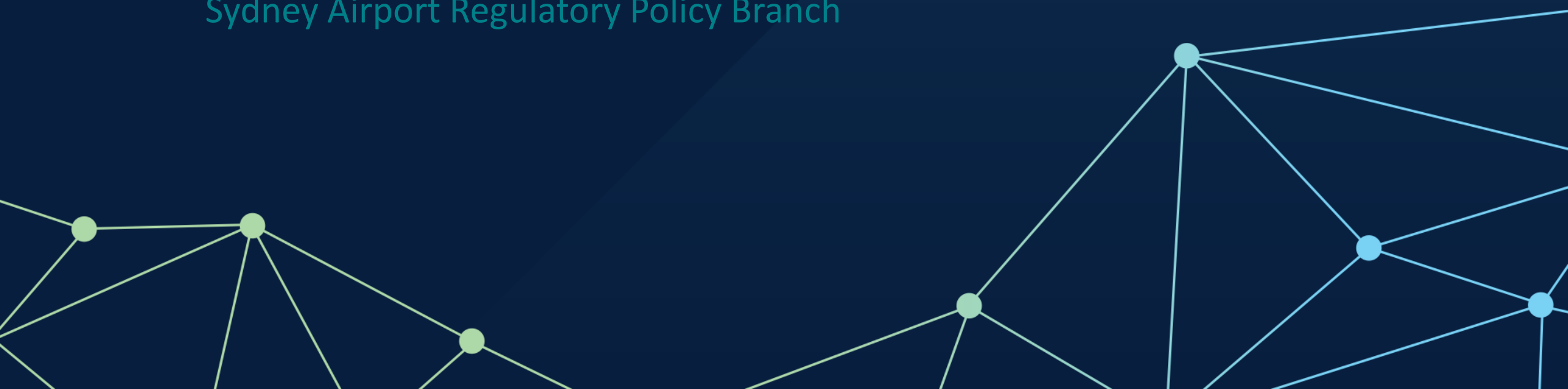


Australian Government

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

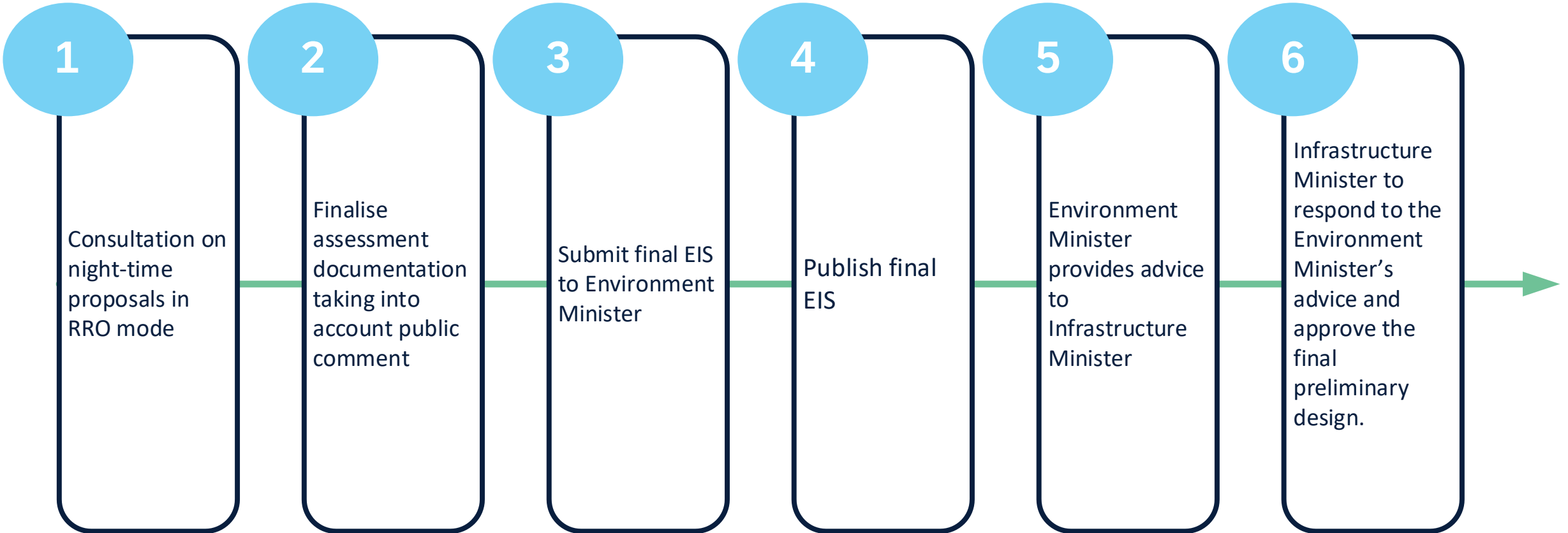
# Environmental Impact Statement next steps

David Jansen, Assistant Secretary, Western  
Sydney Airport Regulatory Policy Branch





# Next steps



# Update from the Air Navigation Service Provider

David Wells, Head of Transformation – Western Sydney & Canberra, Airservices Australia



# WSI Airport Aviation Fire Fighting and Rescue (ARRF) Service

FOWSA - August 2024

# ARFF service key requirements

**45**  
seconds

response from  
alert to tender

**2**  
minutes

response from  
alert to incident





# WSI Airport - Operational Environment

- The size (length and width) of the largest aircraft serving an airport determines the service category we provide
- 2026 – 5 million passengers per annum
- 2026 aircraft – 50% Airbus 320  
25% Boeing 737
- Category 8 fire station on opening
- 2031 – up to 10 million passengers per annum
- Category 10 capability to accommodate future expansion
- Categories dictate the required amount of water and foam that is needed to be carried, the response times, water discharge rates and the number of personnel.



# Fire station & training facility

# Multiple functions

- Fire station for active firefighting protection of people, aircraft and buildings
- Firefighting training facility
- Tech workshop
- EVT workshop



## Design and construction

- Designed by AECOM in association with Architectus
- Construction contract to be awarded imminently
- Construction to commence Q3 – approximately 18 months duration



**architectus™**



## Fire station features

- Digital Fire Control Centre displaying a 360-degree view of the aerodrome, and a pan-tilt-zoom camera – using DAS equipment/technology
- Four emergency response tender bays with charging stations, a replenishment bay and two light vehicle bays
- Emergency vehicle technician workshop
- Equipment room, storage space for hose, branches, axes and personal protective equipment
- Airservices maintenance area (for navigation aid equipment maintenance)
- Car park, open plan office, meeting rooms, kitchen with dining space, 16 private spaces in main dormitory, stand down room and gym



# Training facility features

- Hot fire training ground
- Training tender bays
- Virtual reality training and driving simulator
- Multi-purpose training room



# Designed to be constructed to Green Star environmental standards

- Building will use up to 20% less energy and up to 35% less water than average buildings
- Photovoltaic solar power supply
- High performance glazing and fabric wall insulation
- LED light fittings - reducing lighting energy consumption
- 25% of water use will be from captured rainwater
- Use of low or non-toxic paints, adhesives, sealants, carpets, and engineered wood products
- Diverting at least 80% of construction waste from landfill



Green Building  
Council Australia

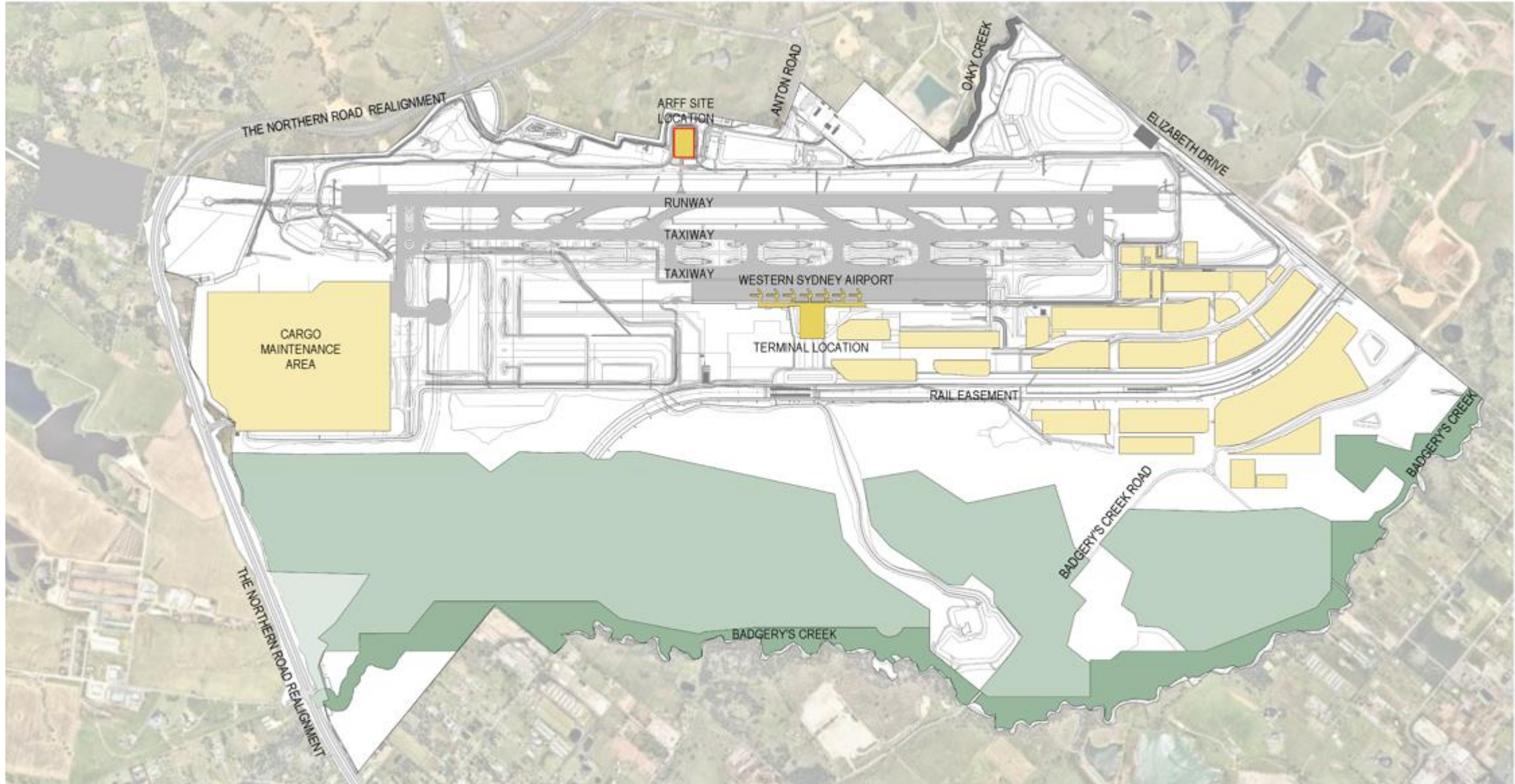


# ARFF station & training facility location



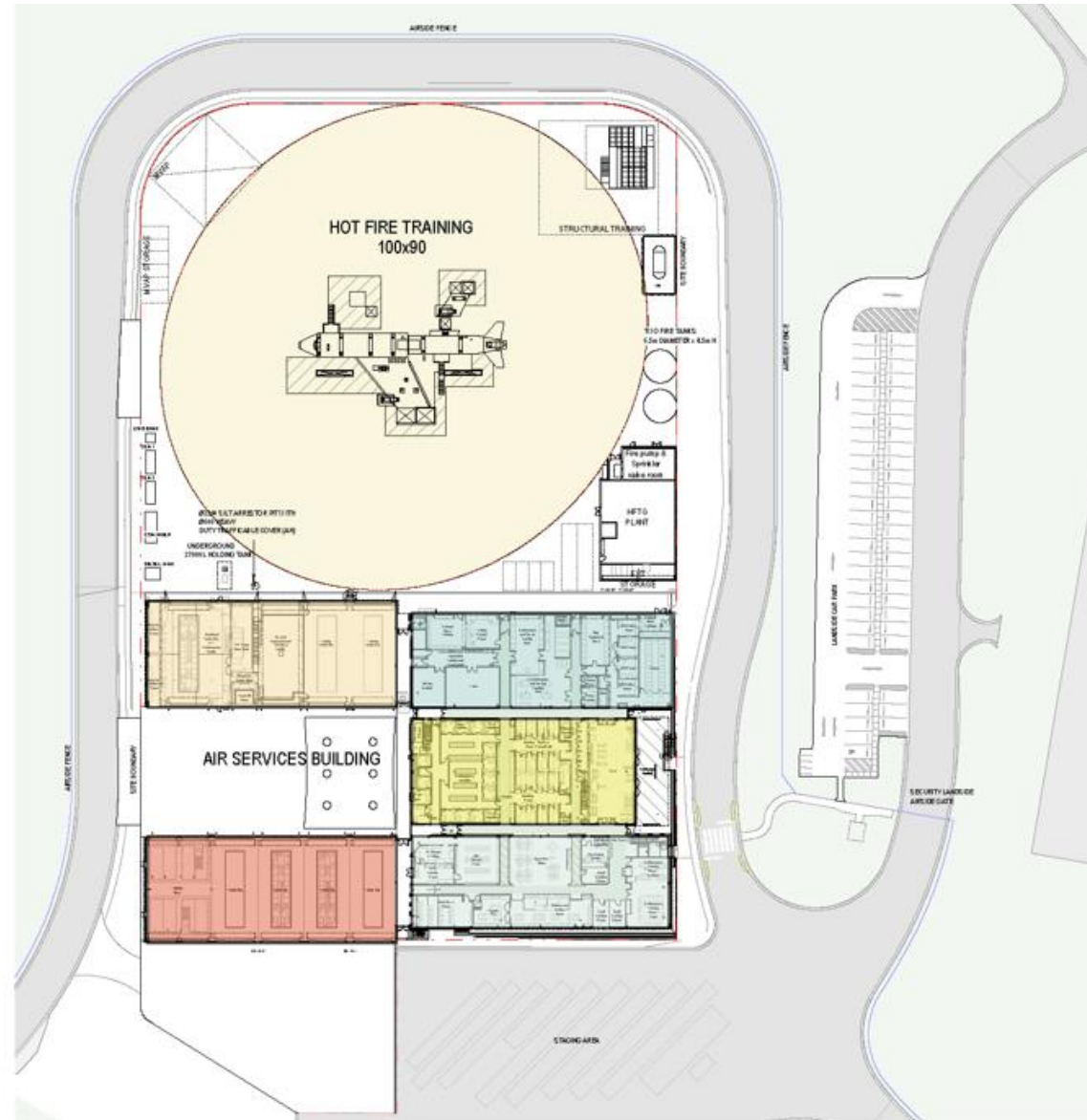


# ARFF station & training facility location



# Functional areas

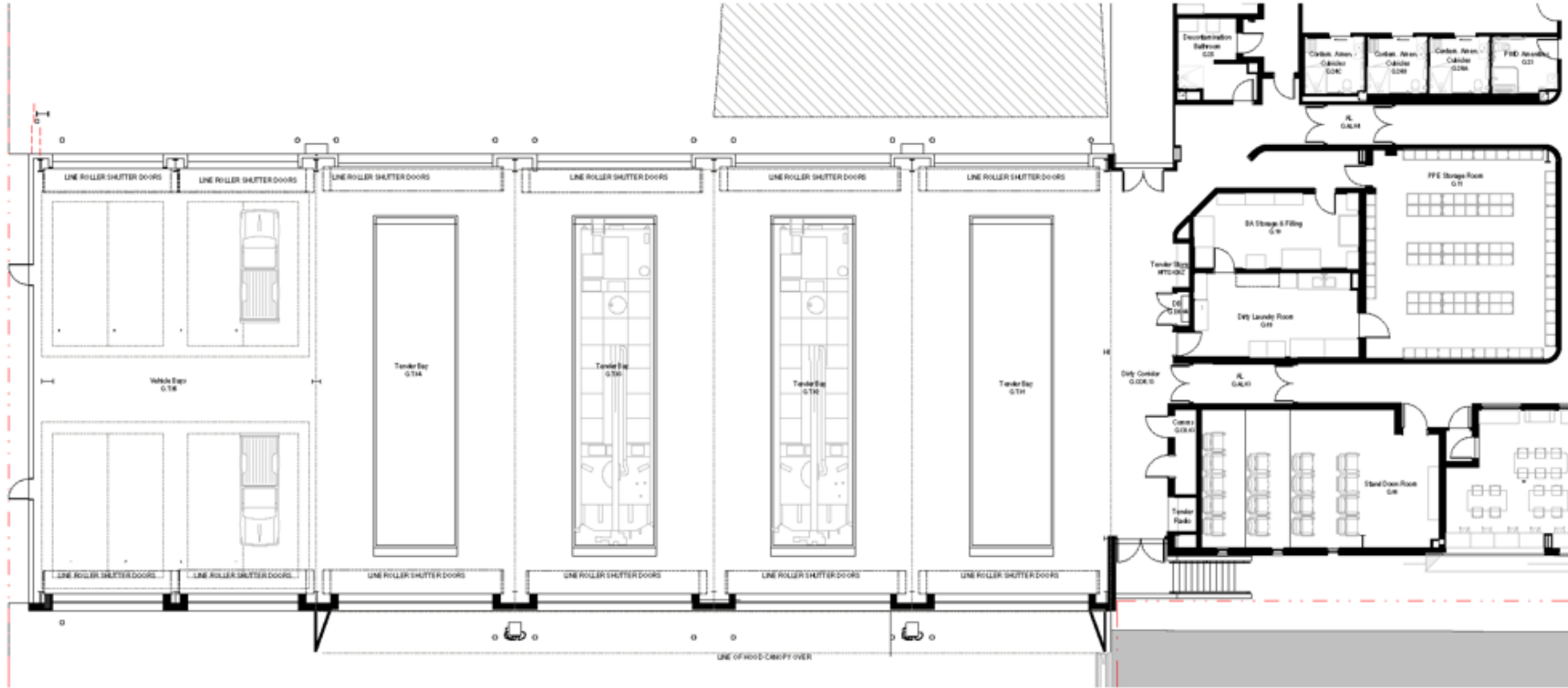
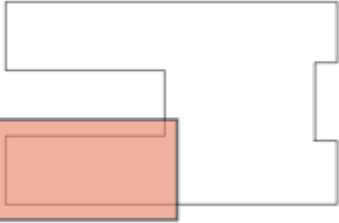
- Total site: 8000sqm
- Floor area: 5700sqm



- Ready Response Tender Bay
- Training & Maintenance
- Training & Support
- Amenities
- Administration

# Ready Response Tender Bay

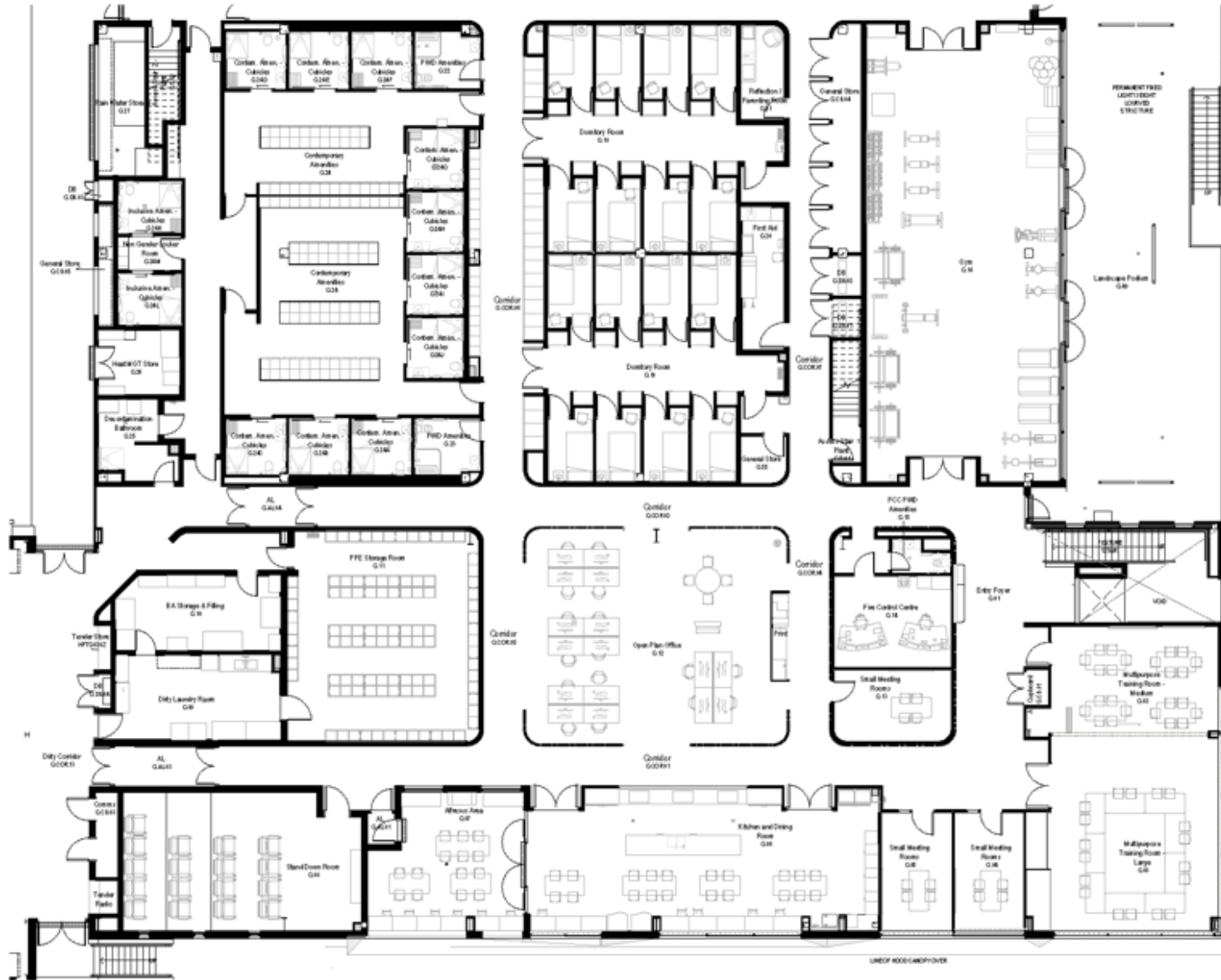
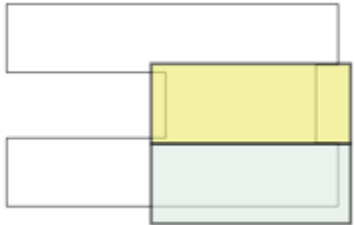
- Ready Response Tender Bay
- Training & Maintenance
- Training & Support
- Amenities
- Administration





# Amenities and Administration

- Ready Response Tender Bay
- Training & Maintenance
- Training & Support
- Amenities
- Administration



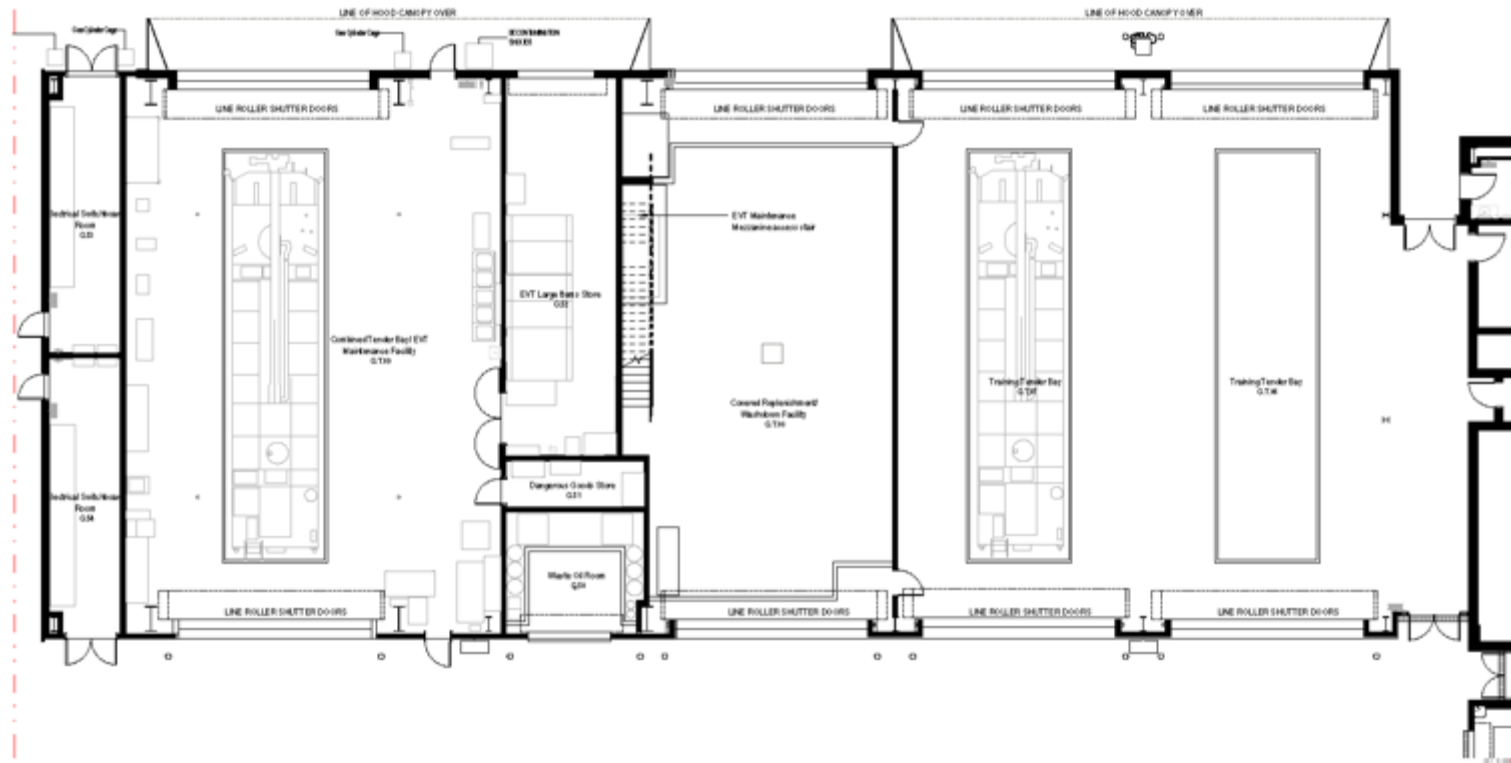
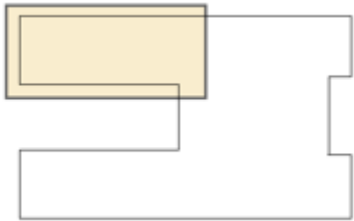
LINE OF HOOD CATCHER



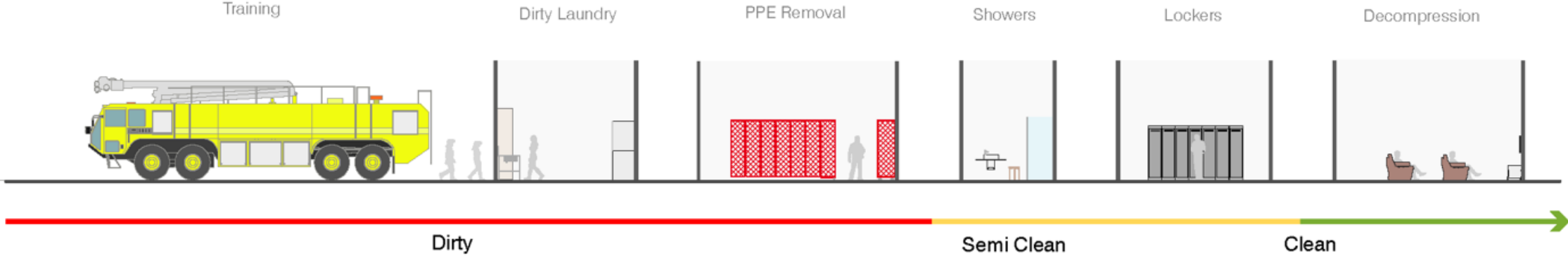


# Training and Maintenance

- Ready Response Tender Bay
- Training & Maintenance
- Training & Support
- Amenities
- Administration

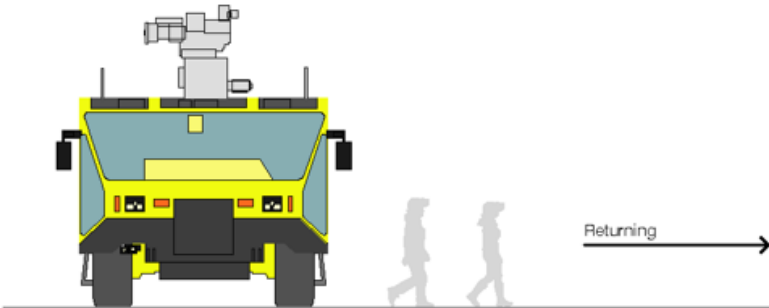


# User flow diagrams



User Flow Diagram - Dirty to Clean

 45 SECONDS RESPONSE TIME



# Ready Response Tender Bays





# Corner view – main entrance to the right



# Main entrance with alfresco dining area to the right

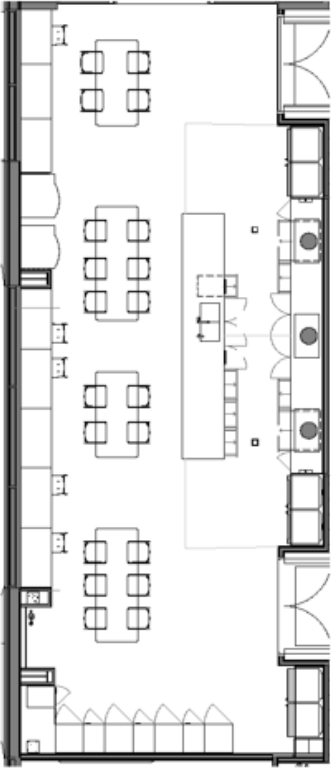


# Open plan office, meeting rooms





# Kitchen and dining

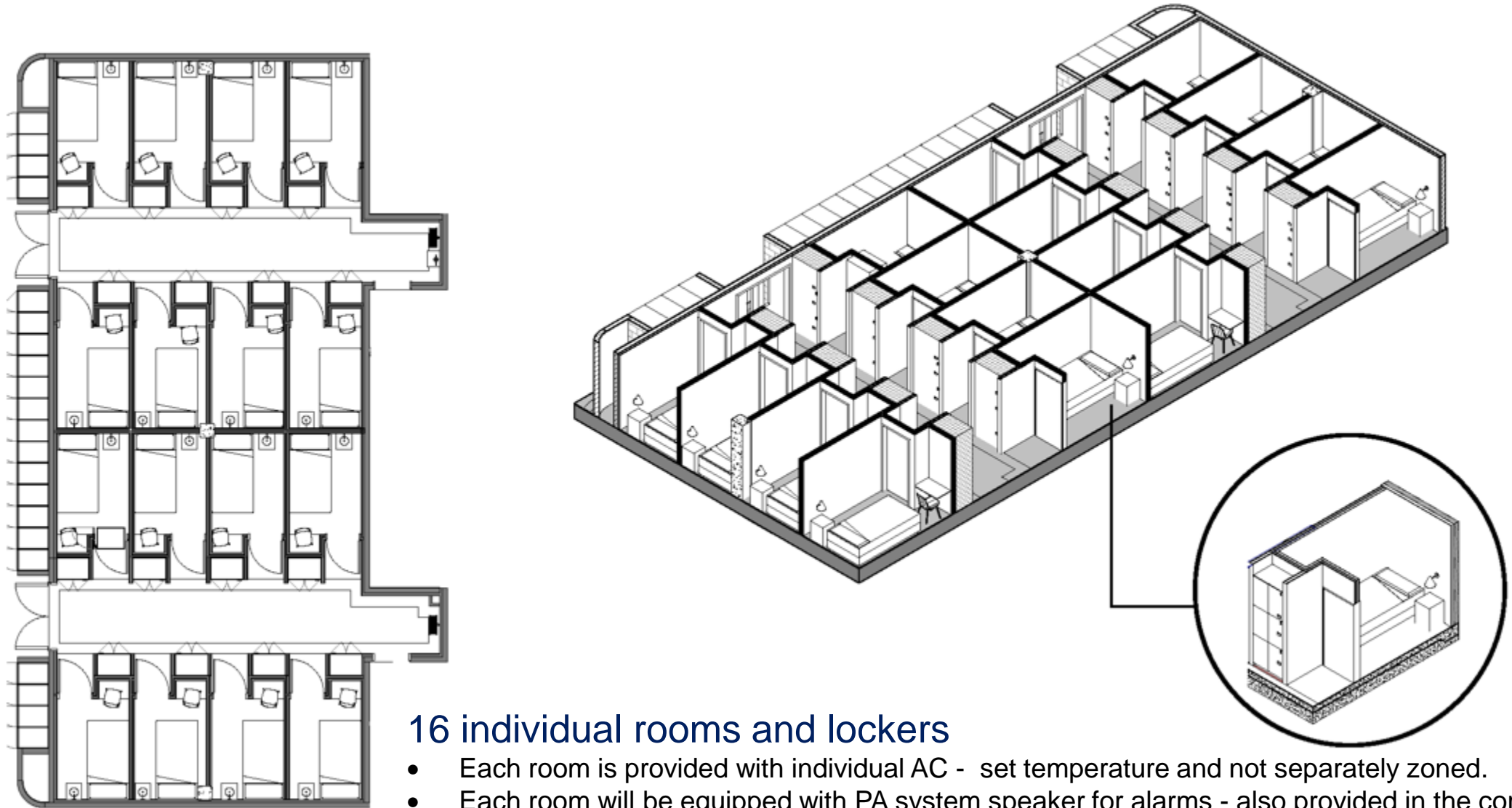




# Dormitory



# Dormitory



## 16 individual rooms and lockers

- Each room is provided with individual AC - set temperature and not separately zoned.
- Each room will be equipped with PA system speaker for alarms - also provided in the corridors.
- Doors are solid core with no viewing panels.

# Gym



# Resource, Training and Transition



# Resource

- Category 8 station requires team size = 40 people
- Combination of new recruits and internal experienced fire fighters
- Line leader appointed in April 2024
  - ✓ Assisting to ensure successful operational commissioning
  - ✓ Working closely with WSA Co to ensure Airservices is incorporated into appropriate airport procedures and operations
- 1<sup>st</sup> internal Expression of Interest (EOI) Dec 2023 to March 2024 – received 25 applications
- EOI for Fire Commanders and Station Officers in July, open for 1 month
- 2<sup>nd</sup> internal EOI – 2<sup>nd</sup> half of 2024



# Training and Transition

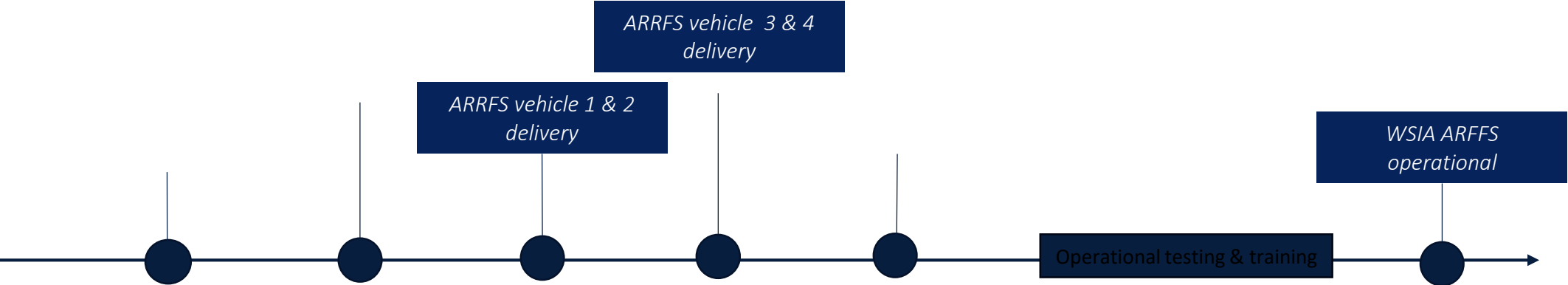
The team will undergo training and certification on all ARRF systems, including the new hybrid fire vehicles and the digital Fire Control Centre.





# Timeline

# Roadmap (high-level) – WSIA ARRFS





Questions?

# Update from the Airport Operator

Katy Hannouch, General Manager of Community Engagement and Partnerships, Western Sydney Airport Corporation







Western  
Sydney  
Airport

FOWSA  
2 August 2024

# WWSI





# In the media

- **WSI invests more than \$500 million in Western Sydney businesses**

This was invested across about 360 Western Sydney businesses since construction began in 2017. The story was included in the [Daily Telegraph's Future Western Sydney campaign](#) and [South West Voice](#).

- **WSI kicks off development of its Business Precinct**

WSI announced a joint venture partnership with leading Australian property group Charter Hall to build the first stage of the business precinct.

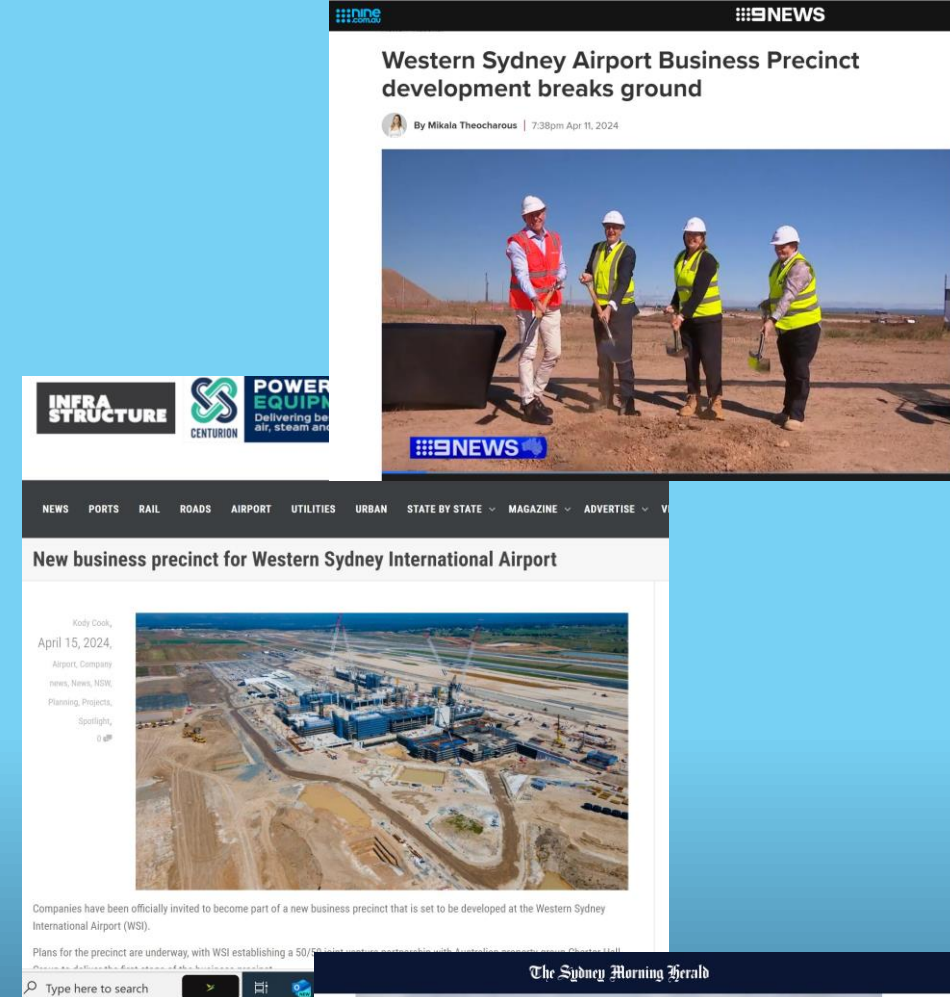
The announcement was covered by [9News](#), [7News](#), [2GB](#), the [Daily Telegraph](#), [News.com.au](#), [Nepean News](#), [Real Estate Business](#), [The Urban Developer](#) and [Australian Aviation](#), amongst other outlets.

- **WSI construction progresses with installation of aerobridges**

The aerobridges connect connect to fixed link bridges that transport passengers between planes and the terminal. [7News ran a story](#) about the installation.

- **WSI Terminal roof complete**

Minister for Infrastructure Catherine King, visited WSI to mark the completion of the terminal roof on 30 July.



Western Sydney Airport chief executive Simon Hickey in front of one of the new aerobridges. JAMES BARRETT

Enormous windows and high ceilings are elements of the design, allowing light to stream into the terminal. Natural light will help guide passengers to and from gates and other parts of the terminal, as well as serving a



# Community Open Day





WWSI





# Community Engagement update

FY 2024:

- Delivered **221** programs and initiatives across Western Sydney.
- Total direct engagement with **18,460** people
- Facilitated an additional **35** community information sessions with Department through flight path consultation.
- **534** direct engagements with First Nations people.



## Experience Centre

- 84,719 since opening in 2019 (as of 23/7)





# Activations and Engagements (March-July)



17

Community  
Activations



58

School Engage  
ments



12

First Nations  
Engagements and  
Activations



13,817  
Interactions  
179,876  
Reach



WSCF ZEST Awards



Rotary Tree Planting



First Nations Taking Off Program



Career Expo



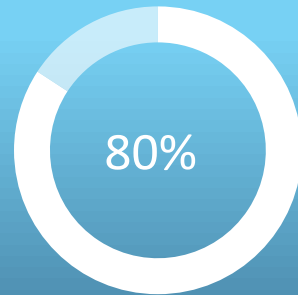
# Airport progress

Major Earthworks



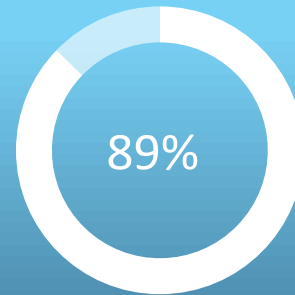
Commenced  
Q3 2018  
Completed  
March 2023

Terminal



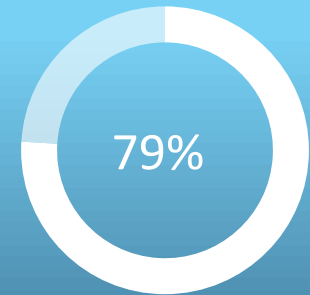
Construction commenced  
Q4 2021

Airside



Construction commenced  
Q4 2022

Landside



Construction commenced  
Q4 2022



# Stay up to date


Sign up for updates and unique WSI experiences

Visit the Experience Centre  
Mon – Wed, Sat-Sun: 10am-4pm



 [westernsydney.com.au](https://westernsydney.com.au)

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**Other business**

