



**Australian Government**

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

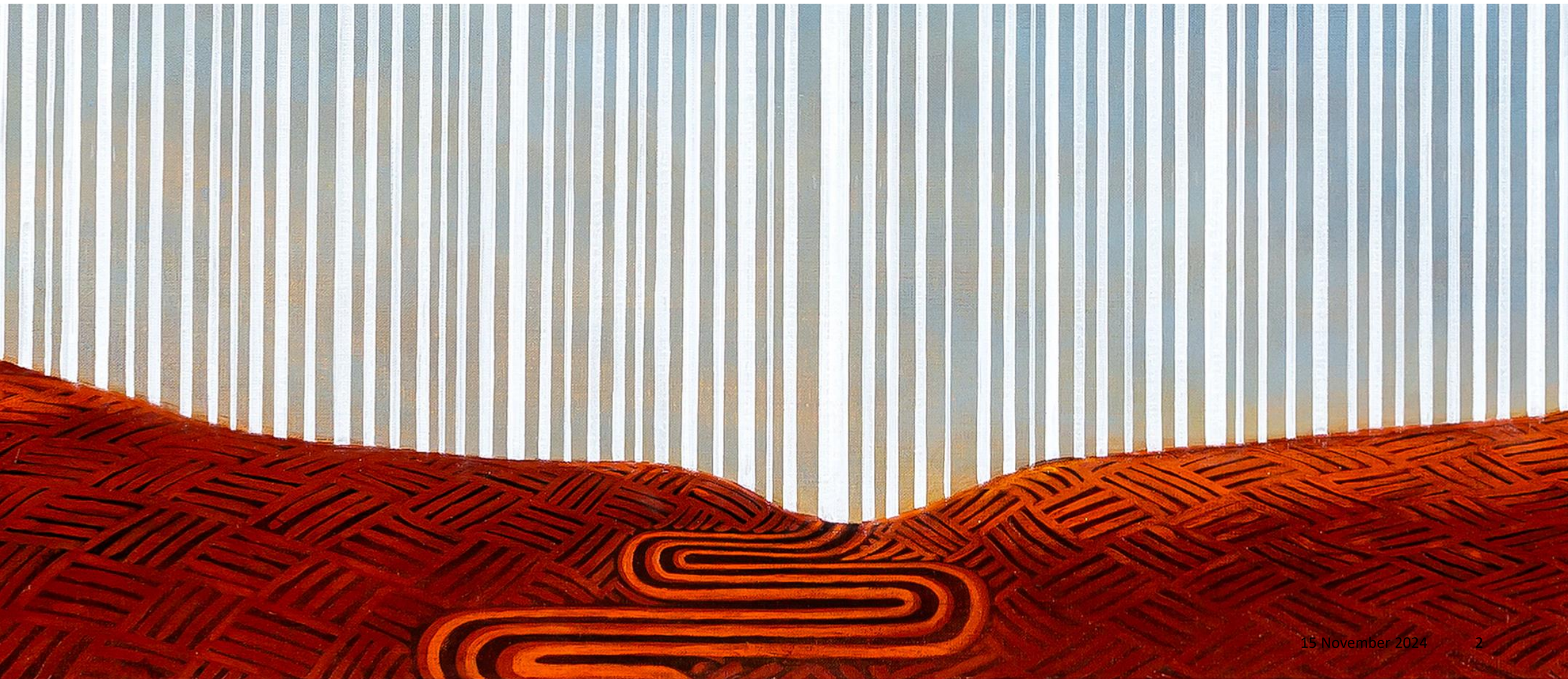
# **Forum on Western Sydney Airport (FoWSA)**

**14 November 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.



15 November 2024

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# Agenda

No.	Item	Presenter	Time
1.	Welcome from the Chair	Lee de Winton	10:00am
2.	Action items	Lee de Winton	10:05am
3.	Final EIS and next steps	DITRDCA	10:10am
4.	Changes to preliminary flight paths	To70	10:50am
	Morning tea		11:30am
5.	Update from the Air Navigation Service Provider	Airservices Australia	11:45am
6.	Update from the airport operator	WSA Co	11:55am
7.	Other business <ul style="list-style-type: none"><li>• next meeting</li><li>• future discussion items</li></ul>	Airservices Australia	12:10pm
	Meeting close		12:30pm

## Action items from previous meetings

Mtg 24	Item No.	Action Item	Response
2 Aug 2024	1	Department to send direct links of the proposal material published online to FoWSA members.	Secretariat sent email to members on 2 August 2024.
	2	Department to consider additional community information and feedback session at Warragamba Town Hall.	Session held at Warragamba Town Hall on 21 August 2024.
	3	Department to include Mulgoa in the letterbox drop.	Department included Mulgoa in the letterbox drop for the WSI flight path proposals.
	4	WSA Co to advise on whether or not they are able to provide their infrastructure submission in response to Member for Macarthur's query.	WSA Co followed up with the Member and advised it did not prepare a submission for the Federal Infrastructure Review.

## Action items from previous meetings

Mtg 24	Item No.	Action Item	Response
2 Aug 2024	5	Secretariat to circulate link to members on the Transport NSW consultation on new bus services following the meeting.	Secretariat sent email to members on 2 August 2024.
	6	Secretariat to share details on Australian Government infrastructure programs with members.	Secretariat sent email to members on 2 August 2024.
	7	Secretariat to circulate the link for the Biodiversity Offset Delivery Plan Implementation Report 2022/2023 to members.	Secretariat sent email to members on 2 August 2024.

## Actions items from previous meetings

Mtg 23	Item No.	Action Item	Response
March 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.

# 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.

# Final EIS and next steps

David Jansen

Western Sydney Airport  
Regulatory Policy Branch





# Final EIS

- The final EIS adopted 2 changes consulted on in August 2024 and 3 other minor changes to the flight paths.
- Submissions report contains the response to each issue raised in the 8,477 submissions received on the draft EIS.



# Next Steps – EPBC Act

**Minister for the Environment and Water gives advice on whether to authorise flight paths and any environmental conditions to attach to authorisation**

**Infrastructure Minister decision on whether to approve the flight paths**

**Detailed design in 2025**

**Implementation of flight paths in 2026**

# Changes to the preliminary flight paths

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



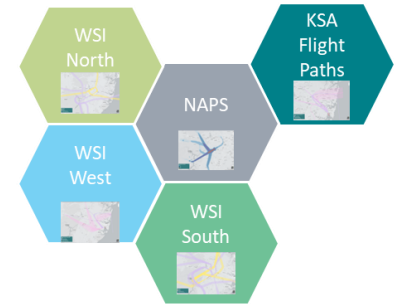
Noise  
Abatement  
Procedures



KSA Flight  
Paths



# Design update - Key considerations

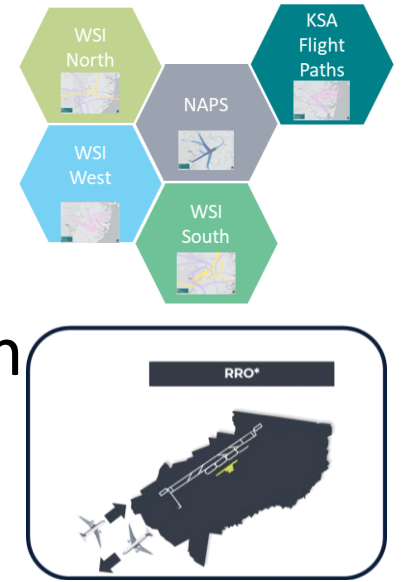


**Proposals  
Developed**

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

## Design update

In August, the department consulted on two elements that contained significant change from the draft EIS. These have been accepted into the design.



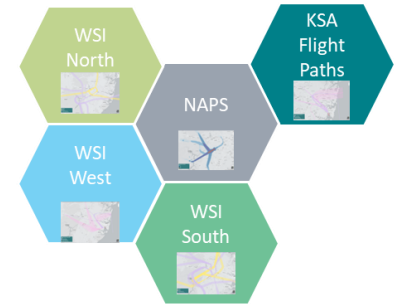
### Change 1:

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

### Change 2:

RRO noise abatement procedure

# Design update



Three minor flight path changes have also been incorporated into the design for the Final EIS based on input from the community

**Change 3:** Re-alignment of flight path RWY23 Day North

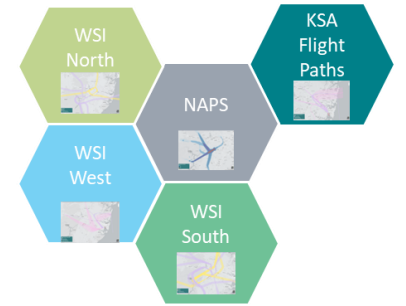
**Change 4:** Withdrawal of flight path: RWY05 Night North RNP-AR

**Change 5:** Re-alignment of flight path: RWY05 Night East



# Design update

These three additional changes provide functional improvements to the preliminary flight path design.



Each change:

- Can be safely implemented
- Is flyable
- May be noticeable but remains within the proposed flight path corridors

## Change 3:

Re-alignment of flight path RWY23 Day North

## Change 4:

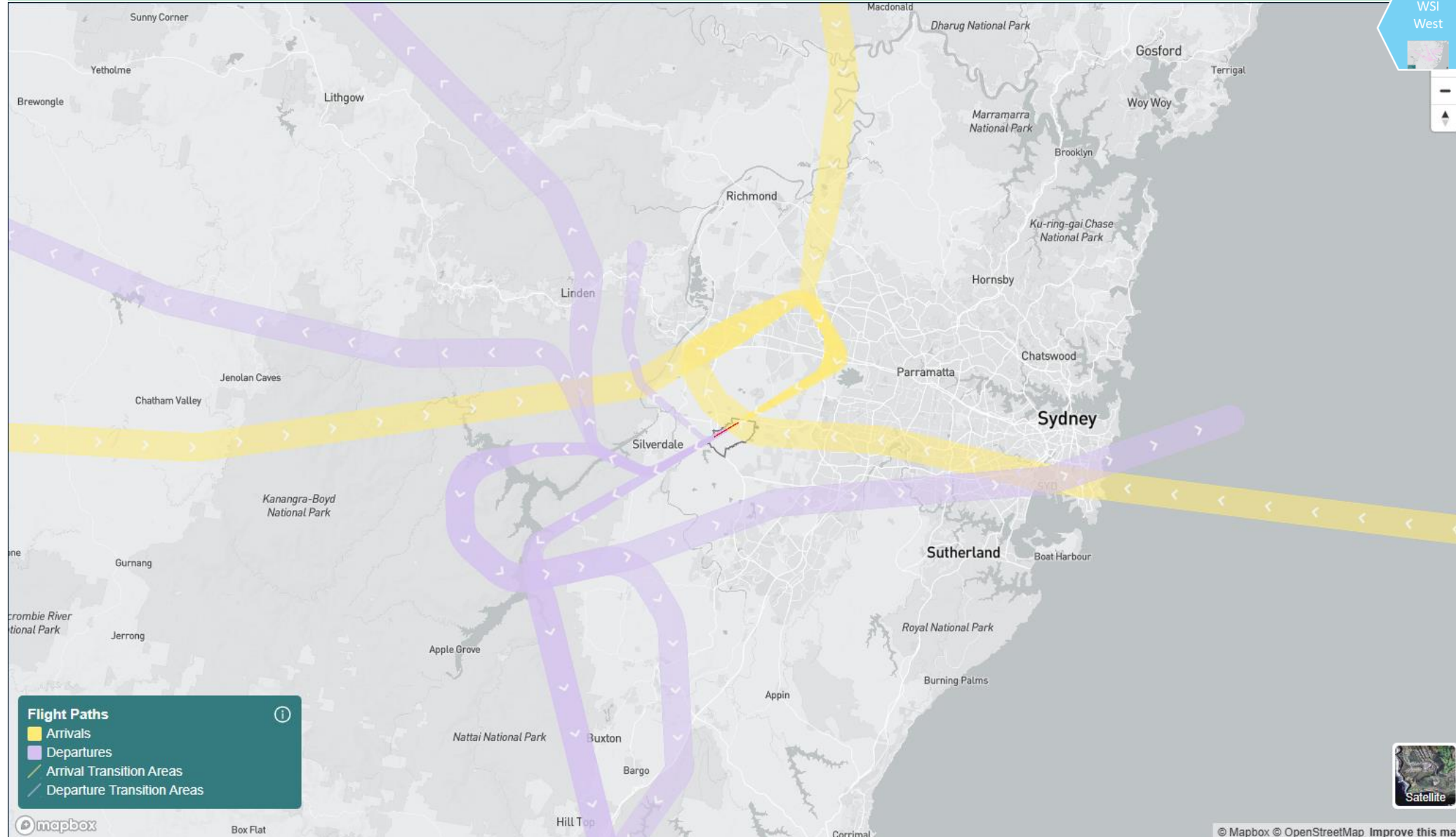
Withdrawal of flight path: RWY05 Night North RNP-AR

## Change 5:

Re-alignment of flight path: RWY05 Night East

# Change 3: Draft EIS

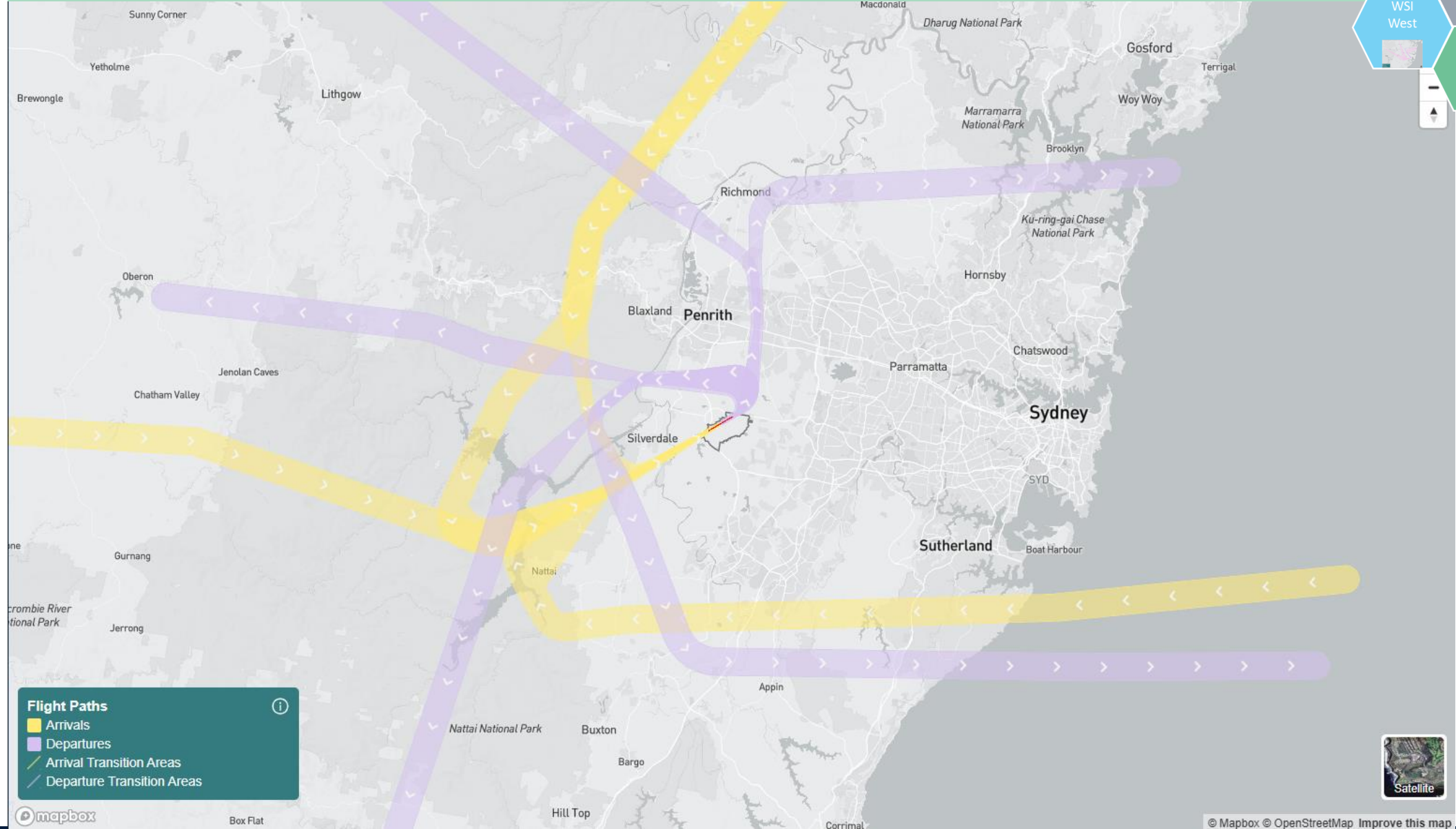
## Re-alignment of flight path RWY23 Day North (D10)





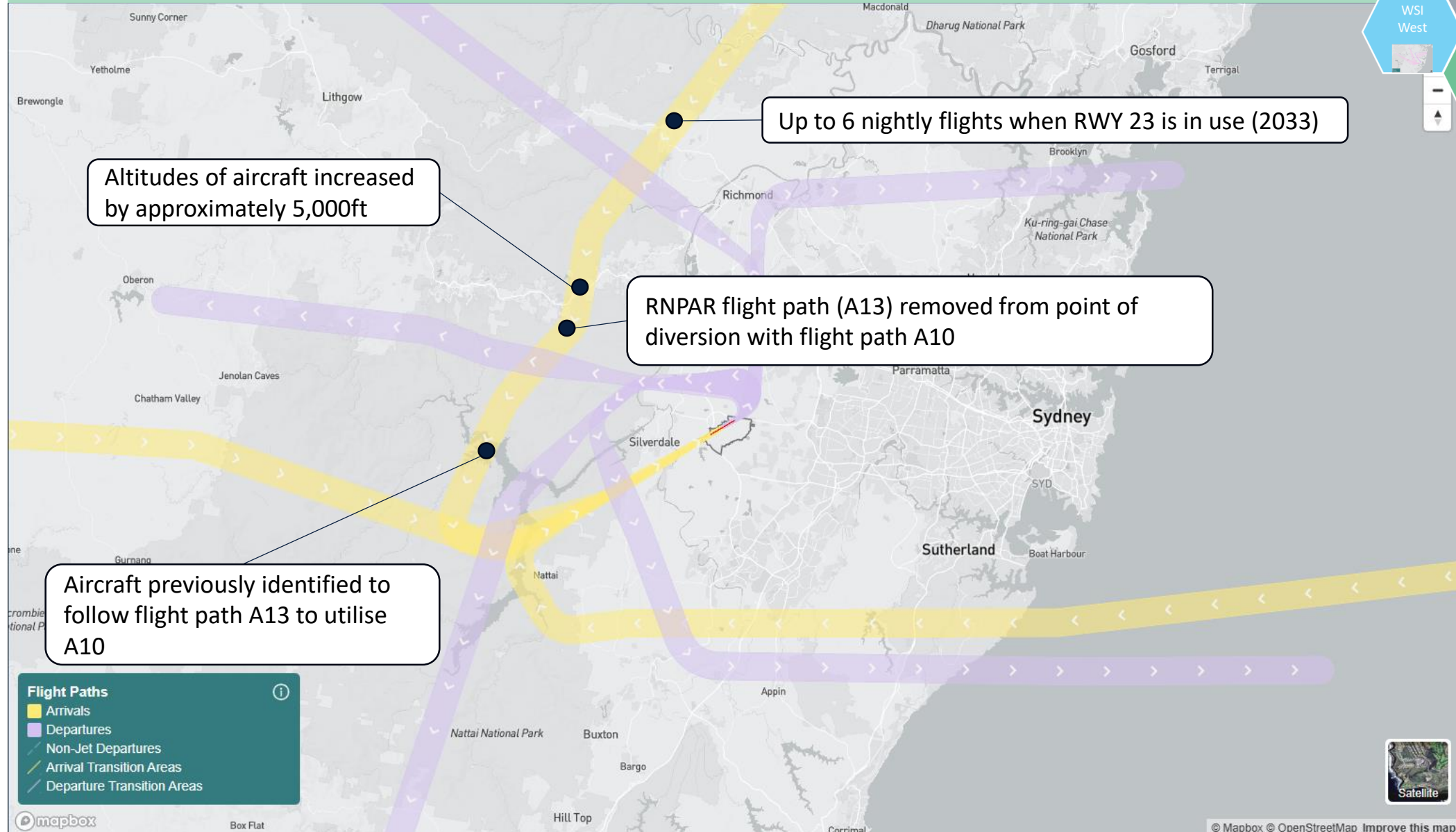
# Change 4: Draft EIS

## Withdrawal of flight path: RWY05 Night North RNP-AR (A13)



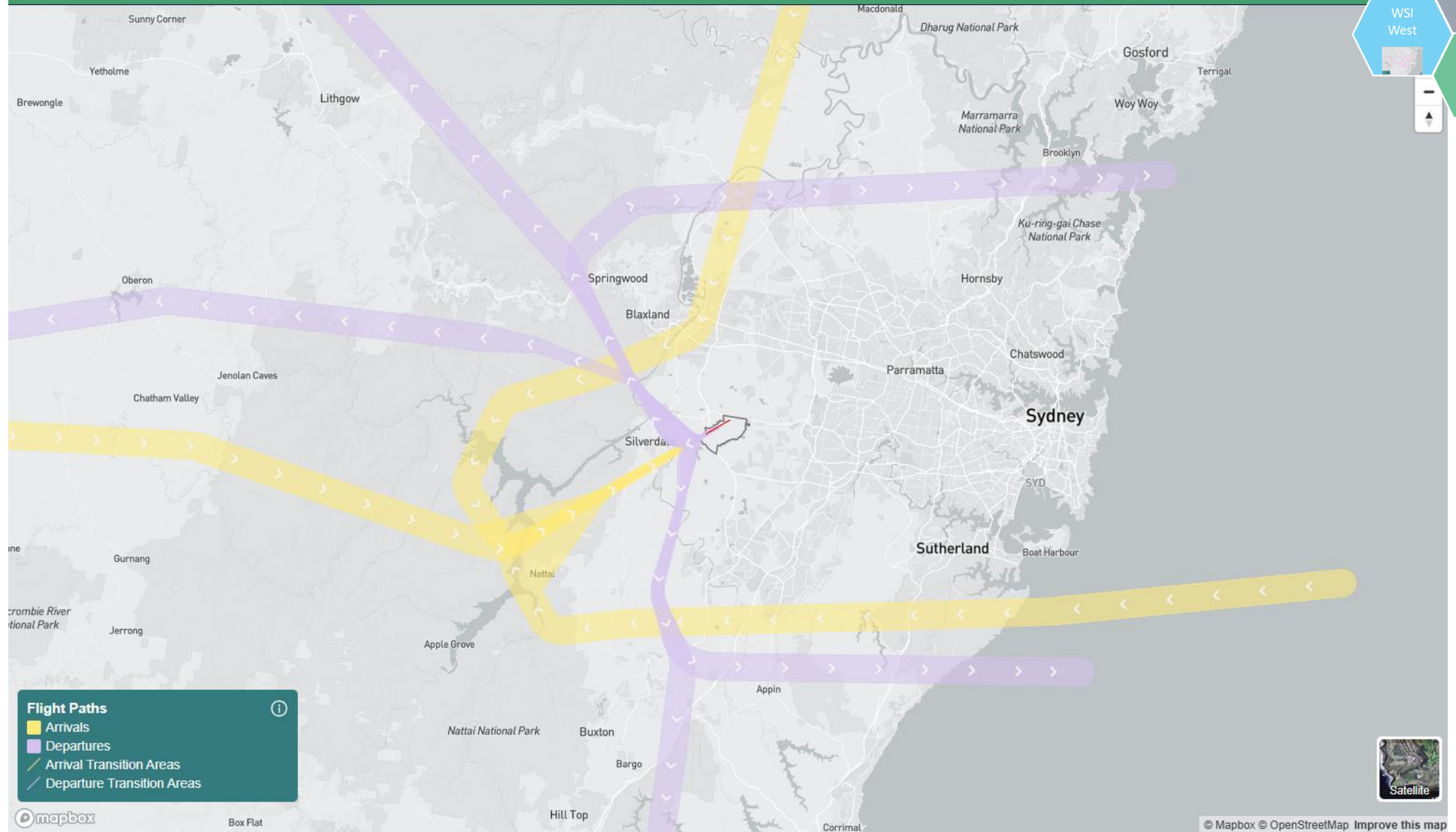
# Change 4: Final EIS

## Withdrawal of flight path: RWY05 Night North RNP-AR (A13)



# Change 5: Draft EIS

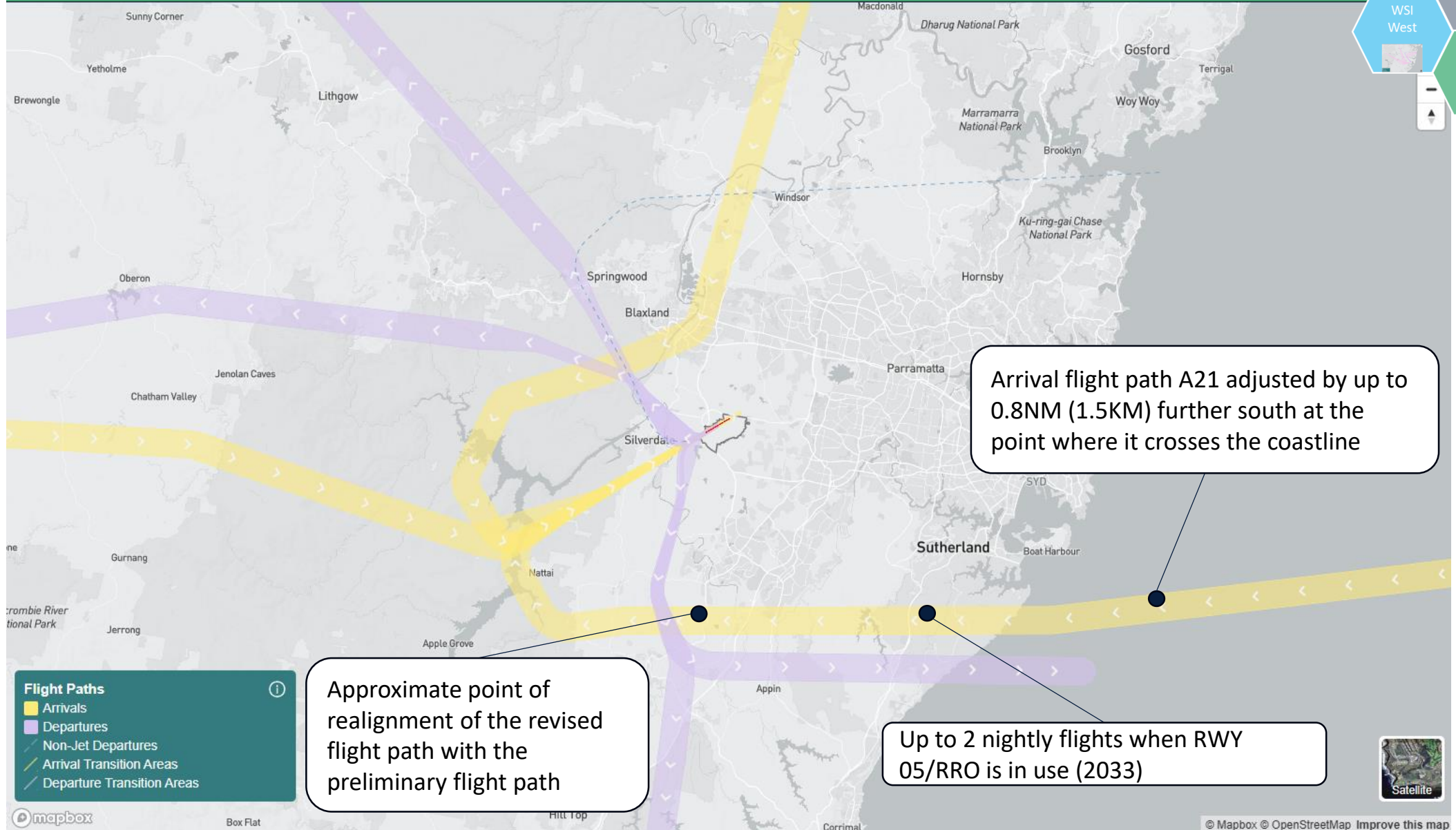
## Re-alignment of flight path: RWY05 and RRO Night East (A21)



- WSI North
- WSI West
- WSI South
- NAPS
- KSA Flight Paths

# Change 5: Final EIS

## Re-alignment of flight path: RWY05 and RRO Night East (A21)



Arrival flight path A21 adjusted by up to 0.8NM (1.5KM) further south at the point where it crosses the coastline

Approximate point of realignment of the revised flight path with the preliminary flight path

Up to 2 nightly flights when RWY 05/RRO is in use (2033)

- Flight Paths**
- Arrivals
- Departures
- Non-Jet Departures
- Arrival Transition Areas
- Departure Transition Areas



Questions?



# Morning tea break



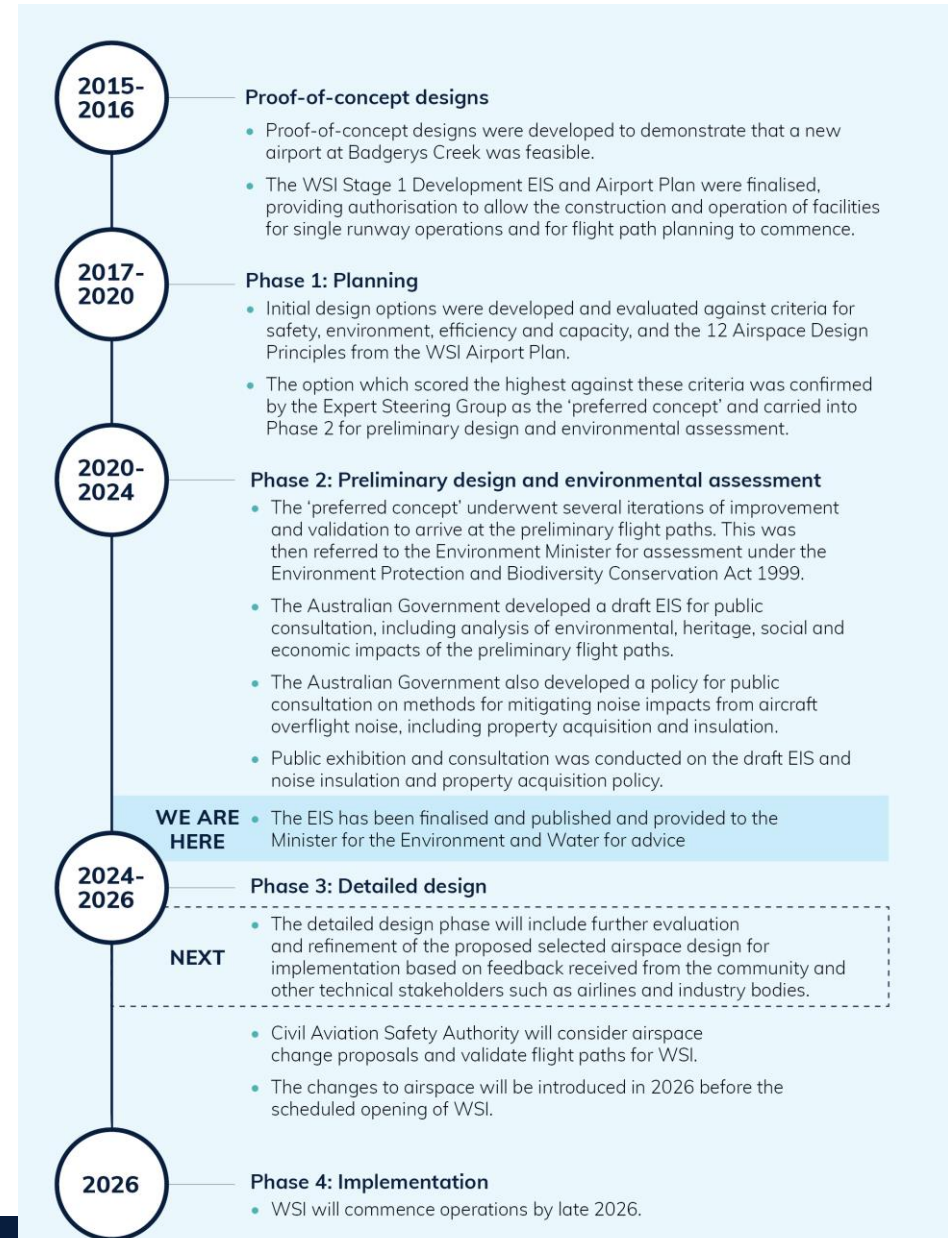
# Update from the Air Navigation Service Provider

David Wells, Airservices Australia



# Detailed Design

- The detailed design phase commences with the approval of the flight paths by the Minister for Infrastructure, Transport, Regional Development and Local Government.
- This phase includes further evaluation and refinements of the phase of the flight paths and airspace taking into account the EPBC Act.
- Key outcomes include the finalisation of airspace design and noise abatement procedures for implementation.
- Responsibility for detailed design and implementation of the flight paths is with Airservices Australia.
- Changes to the design are made only where safety, separation or flyability issues are identified.
- CASA will consider airspace change proposals to enable the flight paths.



# Detailed Design Community Engagement Approach

Airservices will conduct targeted engagement with affected communities, if there are significant changes to the final EIS design.

Airservices will engage with communities in accordance with Airservices Community Engagement Standard.

The Standard organises types of change proposals into three levels, based on their size and impact.

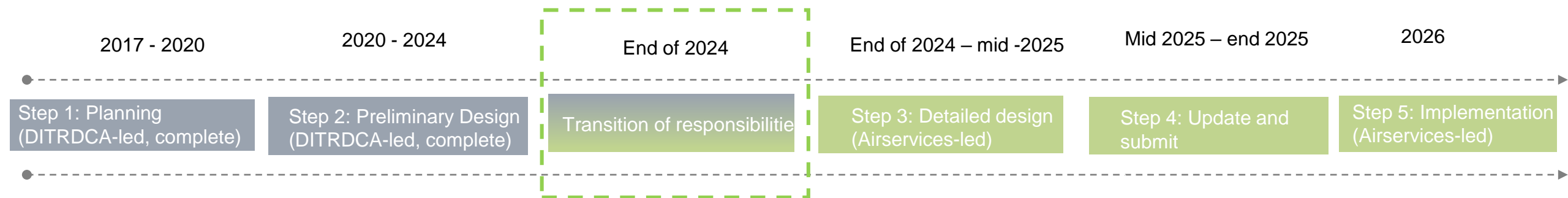
**Community engagement activities delivered in line with the Standard should be proportionate to the impacts of the proposal, the number of alternative options and the range of stakeholders affected.**

**The Standard organises types of change proposals into three levels, based on their size and impact**

<b>Level 1   New flight paths/airspace to support airport expansion</b>	<b>Level 2   New or changed flight paths in existing airspace</b>	<b>Level 3   Operational changes in existing airspace</b>
<p>The largest, most complex changes involving a suite of new flight paths and changes airspace operation, resulting in:</p> <ul style="list-style-type: none"> <li>• a broad range of potentially significant impacts over a wide area</li> <li>• many alternative flight path design options available</li> <li>• a very large and varied mix of affected stakeholders</li> </ul>	<p>Large-scale flight path and/or airspace changes to introduce new features to an existing airspace system, resulting in:</p> <ul style="list-style-type: none"> <li>• noticeable or significant impacts within specific geographical areas</li> <li>• a shortlist of alternative flight path options available</li> <li>• a large but distinct sub-set of affected stakeholders</li> </ul>	<p>Smaller, more specific changes to amend aspects of an existing airspace system or operational procedures, resulting in:</p> <ul style="list-style-type: none"> <li>• a narrower set of specific impacts</li> <li>• few (if any) alternative options other than no change</li> <li>• a limited number of affected stakeholders in specific areas</li> </ul>

# Community Engagement Timeline

The Standard is based on a general process for delivering engagement, organised into five steps, with several consistent engagement activities to be delivered in each step.



# Detailed Design Community Engagement

## Flight Paths Design

INFORM

ENGAGE

- **build awareness** about the final design and how it will impact communities
- **share design information**, including the rationale for the location of specific flight paths and how air traffic control will use them
- **provide opportunity for communities to learn** about the airspace and flight path design process, and how it will impact them through information that is relevant, timely, consistent, coordinated, and accessible.
- **engage with communities** by providing communication channels, responses to feedback and information about next steps

## Noise Abatement Procedure (NAP)

INFORM

ENGAGE

- **share information** on Airservices NAP, including how it will be applied by Air Traffic Control
- **engage** with communities on NAP including taking their feedback
- **build awareness** of Airservices NAP and WSA Co NAP and how the two entities work together to minimise noise impact on communities

## Noise Monitoring Process

CONSULT

ENGAGE

INFORM

- **share information** about Airservices Noise Monitoring Strategy, including how locations are selected, how the data will be used and where communities can find these information.
- **engage** with communities on Noise Monitor locations, including taking their feedback
- **consult** communities on certain aspects of the noise monitoring process, including locations of temporary noise monitors to inform future permanent sites

# Next Steps

- Airservices is working with the Department on transitioning of Community Engagement responsibilities, ensuring to maintaining information sources and channels with community during transition.
- Planning for detailed design engagement has commenced.
- In early 2025, Airservices will conduct a 12 weeks engagement campaign using a range of engagement methods, including in person and online engagement sessions.
- Communities will be able to access a dedicated Project Hub on Engage Airservices webpage with information on the design, including imageries/maps.
- Airservices will submit the airspace design to the Civil Aviation Safety Authority (CASA) for approval in mid 2025.
- The changes to airspace will be made leading up to the scheduled opening of the airport by late 2026.

Thank You



# Update from the airport operator

Katy Hannouch, WSA Co





Western  
Sydney  
Airport

Western Sydney International  
(Nancy-Bird Walton) Airport

FOWSA  
14 November 2024

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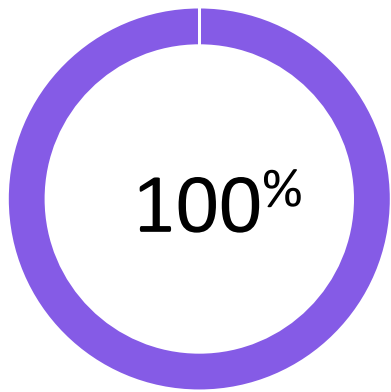


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# Overall Progress



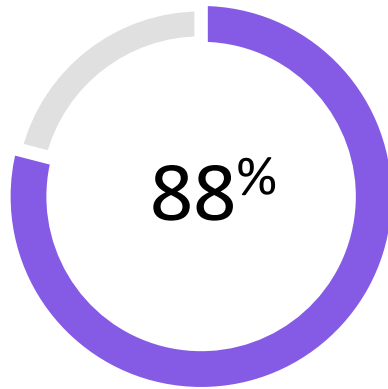
## Major Earthworks



Construction commenced  
Q3 2018



## Terminal

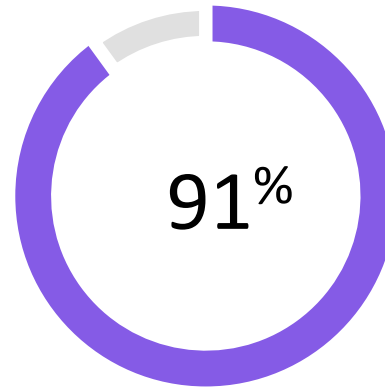


Construction commenced  
Q4 2021

- Terminal roof complete and terminal weatherproof
- Continued installation of internal feature ceiling and installation of external feature ceiling at the entrance.
- Progressed works on the 7 fixed-link bridges and commenced installation of the aerobridges.
- Commenced commissioning of the escalators throughout the terminal.



## Airside

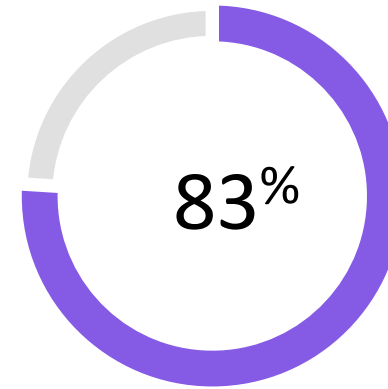


Construction commenced  
Q4 2022

- Runway and apron paving, asphalt and concreting complete
- Runway grooving complete
- High Intensity Approach Lighting installed
- First test flight complete



## Landside

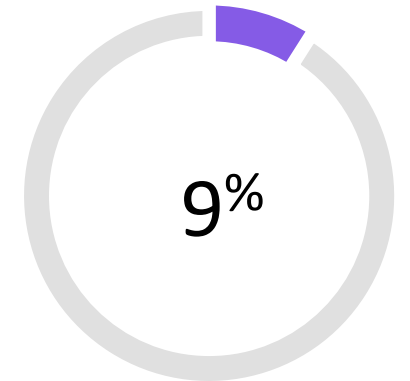


Construction commenced  
Q4 2022

- Airport Operations Control Centre & Airport Operations Maintenance facility building complete and being fitted out
- Terminal Metro covered walkways, pick-up, drop-off and carparks complete
- Completed works on the pedestrian bridges that link the carparks to the Business Precinct Station



## Cargo Precinct



Construction commenced  
Q1 2024

- Contract awarded to CPB/Acciona Dec-23.
- Block 2 warehouse bulk earthworks and building pad completed,
- Building works subcontractors mobilised.



# In the media

## Highlights over the past 3 months:

- Completion of Terminal Roof.
- Singapore Airlines the first international airline announcement.
- Retail and advertising tenders underway.
- Installation and testing of runway lights.
- Ch 7News series on the transformation of Western Sydney.
- First cargo deals announced with Menzies Aviation and Qantas Freight.
- First flight to test runway's aeronautical lights.



# First Operational Test Flight

2 October 2024



# Community Engagement update

## Highlights from July to November

- Delivered 94 programs and initiatives across Western Sydney, connecting with 6,569 people
- Supported the additional 5 community information sessions with the Department through flight path consultation.
- Engaged with 769 First Nations people
- Delivered 68 school engagements, reaching 2,799 students and teachers

## Experience Centre (as of 11/11/24)

- **Since opening:** 97,572 visitors
- **New record** in October (4,006)



# What's coming up next?



End of year local  
community  
information session at  
the Experience Centre



Establishment of  
Community Aviation  
Consultative Group  
(CACG)





End of phase one  
major works  
construction



Operational  
Readiness, Activation  
and Transition (ORAT)



# Thank you

-  [westernsydney.com.au](https://westernsydney.com.au)
-  [WesternSydneyAirport](#)
-  [Western\\_Sydney\\_Airport](#)
-  [FlyWSA](#)
-  [WesternSydneyAirport](#)
-  [WesternSydneyInternational](#)



**Meeting closed**

