

**FORUM ON WESTERN SYDNEY AIRPORT
OPEN MEETING
18 MARCH 2023**

Submitted questions and answers

This document provides answers to questions submitted to the Forum on Western Sydney Airport (FOWSA) for its open meeting held on 18 March 2023.

Questions were submitted by community members and have been de-personalised and summarised as appropriate.

Similar questions have been grouped together where relevant, with a single answer provided

No.	Question	Response
Aircraft Noise		
1	Can a range of aircraft be used to fly along proposed or likely flight paths at various times of the night in order to generate a more accurate picture of the noise impact of this airport?	The draft Environmental Impact Statement (EIS) for the preliminary flight paths will model various types of aircraft flying on the proposed flight paths in order to generate a forecast noise footprint that is as accurate as possible.
2	<p>As Section 6.0 is silent with respect to compliance with any Australian Standards, please advise whether the measurements required under Sub-section 6.8.1 (1) to determine the existing noise environment of representative areas across Western Sydney and the Blue Mountains will be undertaken in accordance with Australian Standard AS 1055:2018 Acoustics - Description and measurement of environmental noise?</p> <p>(a) Will the reported measurements comply with the requirements of the NSW EPA 2017 “Noise Policy for Industry”?</p> <p>(b) Will the results of these measurements be reported separately to the Environmental Impact Statement (EIS)?</p>	<p>Monitoring was completed in accordance with AS 1055:2018 <i>Acoustics – Description and measurement of environmental noise</i> and NSW EPA – <i>Noise Policy for Industry</i> (2017).</p> <p>The draft EIS chapter on Aircraft Noise will show maps with locations of the noise monitoring, as well as the results at those locations. The Aircraft Noise Technical Paper (an appendix to the draft EIS) will contain the results of the noise monitoring program.</p>
3	We have seen charts that have been sent out outlining proposed areas that will be affected by the noise that will be created from the planes taking off and landing. We also hear on regular occasions especially lately planes flying very low over our houses. When will information be released about what areas will be affected the noise of these planes taking off and landing at the new international airport and what will the actual noise limits be?	Information on noise impacts associated with the preliminary flight paths for single runway operations at Western Sydney International (Nancy-Bird Walton) Airport (WSI) will be available through the aircraft overflight noise tool to be released in June, as well as in the draft EIS for the preliminary flight paths scheduled for public release in the second half of 2023.

4	<p>Is there any potential for noise concerns to be minimised by imposing a curfew on the airport at night as is the case with Sydney Airport? If not, why are the residents of Western Sydney to be afforded a different status to residents around Sydney Airport affected by noise?</p>	<p>WSI has always been planned to operate on a curfew-free basis. Operating without a curfew is important for the economic viability of WSI.</p> <p>The preliminary flight paths for WSI have been designed in accordance with the airspace design principles set out in the Western Sydney Airport Plan, including the following:</p> <ul style="list-style-type: none"> • Specific noise abatement procedures will be developed to minimise the community impacts of aircraft operations at night while not constraining airport operations and the economic benefits they would bring for Western Sydney. • When comparing options, operations that are conducted at night or on weekends will be treated as being more sensitive than those that occur during the daytime or on weekdays. • The use of head-to-head operations (also known as ‘reciprocal runway operations’) to and from the south-west, when it is safe to do so, is an important preferred option for minimising the impact night-time aircraft noise to as many residential areas as is feasible. <p>The impacts of night-time noise will be front and centre in the draft EIS, which will provide a comprehensive description and analysis of noise impacts.</p>
5	<p>As the plan is for WSA to be a 24/7 and the predicted flight paths will to a certain degree be decided by the orientation of the runway what guarantee can you give me that I will not be experiencing a greater noise level to that which I am at present experiencing?</p>	<p>Information on noise impacts associated with the preliminary flight paths for single runway operations at WSI will be available through the online aircraft overflight noise tool to be released in June, as well as in the draft EIS for the preliminary flight paths scheduled for public release in the second half of 2023.</p>
6	<p>Why was the online noise tool showing ANEC contours removed from the website?</p>	<p>We are currently in the preliminary design and environmental assessment phase and are preparing a draft EIS for the preliminary flight paths. The draft EIS is scheduled for public release in the second half of 2023 and will be accompanied by a new aircraft overflight noise tool.</p>

		<p>To ensure there is no confusion with the preliminary flight paths when they are released, the noise tool that had been available on the Government's WSI website has been removed, as it related to the previous EIS that was released in 2016 for the WSI Stage 1 development. However, the Australian Noise Exposure Concept (ANEC) contours that are referred to in the question are still publicly available in the 2016 EIS on the Government's WSI website (www.westernsydneyairport.gov.au/media-resources/resources/environmental-assessment) and the NSW Department of Planning's website.</p>
7	<p>When will the new online overflight noise tool be available and what descriptors will be used to represent noise levels?</p>	<p>The Minister for Infrastructure, Transport, Regional Development and Local Government has indicated that information on WSI's preliminary flight paths, including an aircraft overflight noise tool, will be available by June 2023.</p> <p>The aircraft overflight noise tool will represent potential noise impacts using 'number (N) above measures that show the intensity and frequency of aircraft noise events experienced on an average day and single event maximum noise levels (LAmax) forecast at a location.</p>
8	<p>In addressing noise concerns, and noting that a noise tool is being contemplated, will that noise tool be calibrated to actual height and not based on sea level readings? Will noise information be accurate and honest for each individual Suburb in Blue Mountain Townships and surrounding areas?</p>	<p>Noise modelling is being undertaken in line with internationally recognised standards. Terrain height is taken into account within these models.</p> <p>The aircraft overflight noise tool, planned for release in June 2023, will show predicted noise impacts using a variety of noise metrics at a selected location.</p>
9	<p>Do all members of the Forum accept that Flight Paths and Airport noise can significantly impact the health and sleep patterns of residents affected by those flight paths and associated noise? Has the Government commissioned any research on such likely impacts?</p>	<p>Potential impacts of the preliminary flight paths on health are being assessed as part of the EIS. The draft EIS will include the findings of this assessment and any proposed mitigations.</p>
<p>Noise Mitigation</p>		

10	When the aeroplanes begin landing in the WSI, when can the residents under the flight plan routes begin receiving the compensation to which they are entitled? My quality of life will be severely compromised, how will I be compensated?	The Department of Infrastructure, Transport, Regional Development, Communications and the Arts will release a draft Noise Insulation and Property Acquisition policy with the draft EIS for the preliminary flight paths in the second half of 2023. The public will be able to make a submission on the draft policy during the draft EIS public exhibition period.
11	Will those people affected by aircraft noise be offered soundproofing for their homes?	
12	What forms of compensation are you considering for affected residents? How will this be distributed?	
13	Is there noise mitigation funding being provided to impacted residents? If so, who will be able to receive funding?	
14	What noise mitigation steps are being considered for residents of Western Sydney Airport affected by Flight paths and noise?	
Airport and Aircraft Operations		
15	How can Western Sydney airport be allowed to operate 24 hours a day 7 days a week?	See response to question 4.
16	Why is there no proposed curfew at the Western Sydney Airport when there is at Sydney? The Sydney airport border the ocean and provides low to no noise impact opportunities to the east. Compared to Western Sydney Airport which will have significant adverse impacts in all directions.	See response to question 4.
17	Is there any possibility at all, that there will be a curfew for flights to and from WSA?	See response to question 4.
18	Dedicated transport corridors, and specific transport infrastructure MUST be in place before the airport begins operation (light rail, rail, fuel supply)? Guarantee their completion.	Planning and delivery of transport links to service WSI has been a high priority of the Australian and NSW Governments. Commencing in 2015, the Western Sydney infrastructure Plan – jointly funded by the Australian and NSW Governments – has seen major upgrades to roads in Western Sydney that will provide important links to WSI. This includes duplication of the full length of The Northern Road (between Narellan and Penrith) and Bringelly Road (between Leppington and Bringelly). The new

		<p>M12 Motorway, linking WSI to Sydney’s motorway network, is currently under construction and will be finished in time for WSI’s opening in 2026.</p> <p>Rail access to WSI has been integrated into the airport’s planning and design, with provision for two dedicated rail services (i.e. 4 tracks) through the airport site. The first rail service, Sydney Metro – Western Sydney Airport, is currently being built by the Australian and NSW Governments. This project will deliver a new 23 km metro railway from St Marys, through the airport site, to the new Western Sydney Aerotropolis (Bradfield). Two stations will be built on airport site, at the airport terminal and at airport business park. Western Sydney Aerotropolis (Bradfield). Major construction on Sydney Metro – Western Sydney Airport has commenced, and is expected to be completed in 2026.</p> <p>WSI will also be serviced by new rapid bus links to Penrith, Liverpool and Campbelltown. These new services, part of the Western Sydney City Deal, will be delivered by the NSW Government.</p> <p>Planning for fuel delivery has shown that it would not be economically viable to provide a fuel pipeline at WSI’s opening, and that fuel can be more efficiently delivered using the upgraded road networks described above. While the NSW Government is responsible for the delivery of a fuel pipeline to WSI, the airport operator, WSA Co, is required by the Western Sydney Airport Plan to provide a review of aviation fuel supply options, including a possible future fuel pipeline, at least once every 5 years.</p>
19	<p>I initially contacted Airservices Australia 27/4/22 re "This morning (6.45am) 27th April Wednesday heard a jet overhead whilst at my address in Lawson." Case 29737. I clearly indicated aircraft heading EAST to Sydney. Response from Complaints Specialist informed me the aircraft was headed WEST. I replied stating this was incorrect and never received further</p>	<p>If you are unsatisfied with a response to your complaint from Airservices Australia’s Noise Complaints and Information Service (NCIS), you can request this be escalated for further review. You can request escalation direct to the NCIS using any of the contact methods detailed on the complaints webpage at www.airservicesaustralia.com/community/environment/aircraft-noise/about-making-a-complaint.</p>

	information. Is this the level of unhelpful response I will receive in future as well regarding similar incidents?	This page also provides information about the Aircraft Noise Ombudsman who is also able to review Airservices Australia's response to aircraft noise complaints. Further information is available at ano.gov.au .
Flight Paths		
20	Given WSI will only have a single runway, will pilots be coerced into landing during dangerous crosswinds, rather than divert to other airports? What airports will likely be used for diversions?	<p>No. Safety is the number one priority with respect to Australian airspace. If a pilot deems conditions unsafe for landing, then the pilot will not land the aircraft.</p> <p>According to Australian regulations, the pilot in command of an aircraft is responsible for nominating an alternate airport if a diversion is required. Also, the pilot in command of the aircraft must choose an airport that is suitable as a destination for that flight. Possible alternate airports for flights into WSI are Sydney Kingsford-Smith, Canberra, Melbourne, and Adelaide.</p>
21	<p>A major indicated increased noise exposure at Silverdale/Warragamba [op23] and reduced noise exposure to Twin Creeks [op05] in the 2063 scenario, is this due any of the following points?</p> <p>(a) Expected changes in population in those areas?</p> <p>(b) A change in flight path operations [i.e. earlier northern banking in op23]</p> <p>(c) Bias to Northern runway use over Southern for operational reasons?</p> <p>(d) Possible Flight mix changes?</p> <p>(e) Silverdale/Warragamba were previously designated for non-jet overflights has this changed?</p>	<p>This question refers to the 'proof of concept' flight paths that were released as part of the 2016 EIS for the WSI Stage 1 development. These flight paths attracted significant community concern and a decision was made by the then Government not to pursue that approach.</p> <p>The preliminary flight paths that are currently being developed represent a clean-sheet-of-paper design that will reflect feedback from the 2016 EIS process and address the flight path design principles set out in the Western Sydney Airport Plan. These include:</p> <ul style="list-style-type: none"> • overflights of residential areas and noise sensitive facilities should be avoided to the maximum extent possible; • aircraft arrivals will not converge through a single merge point over any single residential area;

		<ul style="list-style-type: none"> consideration should be given to the impacts of aircraft operations on natural and visually sensitive areas, such as the Greater Blue Mountains World Heritage Area. <p>The potential noise impacts from the preliminary flight paths on Western Sydney communities, such as Silverdale and Warragamba will be outlined in the draft EIS, which is scheduled to be released in the second half of 2023.</p>
22	Will night time take offs and landings be shared equally or will those residents on the western end of the airstrip endure most of the noise/sleep disturbance?	<p>The Western Sydney Airport Plan states the use of head-to-head operations (known also as ‘reciprocal runway operations’) to and from the south-west, when it is safe to do so, should be an important option for managing aircraft noise at night.</p> <p>This and other potential operating scenarios will be thoroughly evaluated in the draft EIS for the preliminary flight paths. Once the draft EIS is released in the second half of 2023, the public will be able to formally submit their feedback on these scenarios. This feedback will be considered when final decisions are being made regarding the operational details of the airport, noting that safety is the number one priority.</p>
23	What factors do you use to determine flight paths? What possibilities for flight paths have you considered already and do I as a resident have a say in which one is most suitable?	<p>The design of the new flight paths for WSI must balance competing needs from the community, environment, industry and users of the broader Greater Sydney airspace, while maintaining safety as a priority.</p> <p>WSI’s flight paths are also being designed to meet the 12 Airspace Design Principles developed in response to feedback received during public exhibition of the draft EIS for the overall WSI Stage 1 development in 2016. These principles include:</p> <ul style="list-style-type: none"> minimising overflight and noise impacts on residential areas, to the maximum extent possible, and minimising the impacts of air operations on natural and visually sensitive areas.

		<p>The preliminary flight paths for WSI will be assessed for their environmental impact under the <i>Environment Protection and Biodiversity Conservation Act 1999</i> (Cth). A draft EIS will be released for public exhibition in the second half of 2023. The public will be able to make a submission on the draft EIS during the exhibition period, and the submissions received will be considered in refining the preliminary flight paths and finalising the draft EIS.</p>
24	<p>I live in [redacted], at one stage, our home was to be directly underneath a point of convergence for I think all landing planes. I was told this plan is now not happening, however I have the following questions please;</p> <p>(a) Is the above plan still happening?</p> <p>(b) What Maximum noise level in dBa will I experience in the day time when the airport opens?</p> <p>(c) What is the estimated number of flights that will produce this level of noise in the daytime?</p> <p>(d) What Maximum noise level in dBa will I experience in the night time when the airport opens?</p> <p>(e) What is the estimated number of flights that will produce this level of noise in the night time?</p> <p>(f) Will the above occur on weekends as well as weekdays and nights?</p>	<p>(a) No. The preliminary flight paths for WSI have been designed in accordance with the Western Sydney Airport Plan, which requires that “aircraft arrivals will not converge through a single merge point over any single residential area”. This is a fundamental change based on community feedback from the ‘proof of concept’ flight paths that were presented in the 2016 EIS for the WSI Stage 1 development, which included a single merge point for arriving aircraft near Blaxland.</p> <p>(b)-(f) The aircraft overflight noise tool, planned for release in June 2023, will show predicted noise impacts using a variety of noise metrics at any selected location.</p>
25	<p>Flight paths over the populated areas of the Blue Mountains townships and the right turn at Blaxland at 4000 feet AGL just seems crazy especially for 24 hour duration. After my reviewing maps of the area a better path and less disturbance to residents under the flight path if the track over the Blue Mountains into WSA would be to join in the Ganbenang area from the north and west and from Bindook area into the path from Ganbenang to a point south of Silverdale and then a base leg from there into WSA. Flight paths from KSA travel out over this area and are generally 10K to 12K feet so a good separation for aircraft landing. Since modern jets are so fuel</p>	<p>The preliminary flight paths that are currently being developed represent a clean-sheet-of-paper design that will reflect feedback from the 2016 EIS process for the WSI Stage 1 development and address the flight path design principles set out in the Western Sydney Airport Plan. These include:</p> <ul style="list-style-type: none"> • overflights of residential areas and noise sensitive facilities should be avoided to the maximum extent possible; • aircraft arrivals will not converge through a single merge point over any single residential area; • consideration should be given to the impacts of aircraft operations on natural and visually sensitive areas, such as the Greater Blue Mountains World Heritage Area.

	efficient there should be no raw kerosene to drop onto the Warragamba Dam or the National Park which the aircraft would be flying if the flight path did a right turn at Blaxland.	
26	Is Blaxland going to be a 24-hour converging point for aircraft arriving at Western Sydney airport?	<p>No. The preliminary flight paths that are currently being developed represent a clean-sheet-of-paper design that will reflect feedback from the 2016 EIS process for the WSI Stage 1 development and address the flight path design principles set out in the Western Sydney Airport Plan. These include:</p> <ul style="list-style-type: none"> • overflights of residential areas and noise sensitive facilities should be avoided to the maximum extent possible; • aircraft arrivals will not converge through a single merge point over any single residential area; • consideration should be given to the impacts of aircraft operations on natural and visually sensitive areas, such as the Greater Blue Mountains World Heritage Area.
27	(a) Using information from plans originally released.... Aircraft descent at 2000ft takes 18.52 Kms to the landing point at the WSA. At the 7 km point from the airport, at Silverdale, aircraft are at around 750ft which is approx. 40ft above ground level at that point. (The measurements are reasonably estimated from Reservoir at Silverdale being at 217mtrs above sea level). So, logically, the aircraft is going to have to be much higher at this point, perhaps at least 750ft higher, and therefore, it appears would need a much steeper descent to land. This doesn't resonate with the	An extensive assessment of the safety of WSI arrival flight paths has been conducted. This assessment measured the distance between the flight paths and all obstacles in the vicinity of the flight paths, including buildings, terrain and vegetation, and adds a safety buffer. The assessment found, using the standard arrival descent gradient of 3 degrees, that aircraft will remain safely clear of all obstacles by a significant margin. It appears that, in the calculations provided by the questioner, the elevation of WSI was not taken into account. At a distance of 7km from the runway, aircraft can be expected to be at around 1500ft.

	<p>official glide path implied, so how is this going to be practical?</p> <p>(b) Based on the original flight path indication map. How can planes (particularly larger planes) land safely and easily considering that, according to my calculations, at the 7km point from the airport the planes would be just above the tree tops at the Silverdale point?</p>	
28	<p>Why do we have to have arrival planes doing a convergence over Blaxland when aircraft e.g. from Singapore, (which, I believe, currently cross into Australia North of Derby) follow a straight line which would give them a flight path trajectory to enter Western Sydney airport without a need to be anywhere near Blaxland?</p>	<p>See response to question 26.</p>
29	<p>With the airport due to be operational in 2026 why has it taken so long for the flight paths to be released?</p>	<p>Designing flight paths for a new airport is a large, complex and technical task. The design team have to optimise flight paths on the basis of safety, environment, efficiency and capacity, while minimising changes to the existing airspace arrangements in the Sydney Basin.</p> <p>The flight path design must also consider the 12 Airspace Design Principles set out in the Western Sydney Airport Plan. The principles were informed by, and reflect, community and industry feedback on the 2016 EIS for the WSI Stage 1 Development.</p> <p>The draft EIS for preliminary flight paths is scheduled to be released for public exhibition in the second half of 2023.</p>
30	<p>Construction of the airport is well underway. We see regular stories about the progress and completion date. We are also told about the runway, what material it is made from, the new initials that will be displayed on the runway etc but still we are not told about the flight paths. When will this information be finally released?</p>	<p>The Minister for Infrastructure, Transport, Regional Development and Local Government has indicated that information on WSI's preliminary flight paths, including an aircraft overflight noise tool, will be available by June 2023.</p> <p>The development that is happening on the WSI site was approved through the 2016 EIS process for the WSI Stage 1 development. The preliminary flight</p>

		paths for WSI are subject to a separate EIS process that is underway. The draft EIS for the preliminary flight paths is scheduled to be released for public exhibition in the second half of 2023.
Environmental Impact Statement Process		
31	Were the flight paths taken into consideration as part of the original decision for the airport and in the briefing for the Environmental Impact Statement? Is so, what purpose has been served in not releasing the flight paths for public consultation? If not, how can the Environmental Impact Statement be sound or relied upon?	<p>The 2016 EIS for the WSI Stage 1 development included ‘proof of concept’ flight paths to illustrate how WSI could operate. Following community feedback the then Government decided to develop a new set of preliminary flight paths guided by a set of airspace design principles. The airspace design principles also reflect community feedback from the 2016 EIS.</p> <p>The draft EIS for the new preliminary flight paths will be released in the second half of 2023.</p>
32	The environmental effects of aircraft noise on the hundreds of thousands of Western Sydney residents along these yet to be determined flight paths, is one of the most important inputs to the Environmental Impact Statement, yet is glaringly absent even though the advanced construction is detailed down to the involvement of the NBN in the Information Technology aspect of airport operations. Initial presentations for the draft EIS referring to a ‘merge point’ above Blaxland, were so ill-conceived that it could only be taken as a worst case, on which anything would be an improvement. The fact that there has been no attempt to provide any alternatives over the years of time elapsed since then, results in the ‘fait accompli’ that these hundreds of thousands of Western Sydney residents will be severely affected by aircraft noise for 24 hours a day, 7 days a week. This is effect is compounded by the fact that there is no ‘buffer zone’ of take-offs and landings over the ocean, since WSA is landlocked. How is it possible or even legal, that the WSA is already in such an advanced state of construction,	<p>The construction occurring on the WSI site is for developments that have been authorised under the Western Sydney Airport Plan following the 2016 EIS process.</p> <p>The ‘proof of concept’ flight paths that were released as part of the 2016 EIS for the WSI Stage 1 development attracted significant community concern and a decision was made by the then Government not to pursue that approach.</p> <p>The preliminary flight paths that are currently being developed represent a clean-sheet-of-paper design that will reflect feedback from the 2016 EIS process and address the airspace design principles set out in the Western Sydney Airport Plan. These include:</p> <ul style="list-style-type: none"> • overflights of residential areas and noise sensitive facilities should be avoided to the maximum extent possible; • aircraft arrivals will not converge through a single merge point over any single residential area;

	without a valid finalised and ratified EIS that is missing such crucial information?	<ul style="list-style-type: none"> consideration should be given to the impacts of aircraft operations on natural and visually sensitive areas, such as the Greater Blue Mountains World Heritage Area.
Biodiversity and Environment		
33	Flying large numbers of huge, noisy, polluting aircraft over the catchments is dangerous and risky; how will DITRDCA ameliorate this risk?	Potential impacts of the preliminary flight paths on water catchments are being assessed as part of the draft EIS. The draft EIS will include the findings of this assessment and any proposed mitigations.
34	Has there been, and once the airport is operational 'will there be' studies done on the amount of extra pollution trapped in Western Sydney as a result of the airport/aircraft movements?	Potential impacts of the preliminary flight paths on air quality are being assessed as part of the draft EIS. The draft EIS will include the findings of this assessment and any proposed mitigations.
35	What is the departments of Infrastructure's plan to reduce the air pollution that will be created by the introduction of an airport in the Sydney Basin?	Potential impacts of the preliminary flight paths on air quality are being assessed as part of the draft EIS. The draft EIS will include the findings of this assessment and any proposed mitigations.
36	How is it we can't take even the most simple machine into Wilderness, but our most complex machines are able to fly over it?	Potential impacts of the preliminary flight paths on the Greater Blue Mountains World Heritage Area are being assessed as part of the draft EIS. The draft EIS will include the findings of this assessment and any proposed mitigations.
37	What will happen to the tourism industry when tourists report back to their friends that their quiet enjoyment of the bush was ruined by an aircraft flying overhead?	The preliminary flight paths for WSI have been designed in accordance with the Western Sydney Airport Plan, which requires that "aircraft and flight path design must minimise to the extent practicable the impact of Aircraft Overflight Noise on the following: <ul style="list-style-type: none"> (i) Residential areas (ii) Sensitive Receptors (iii) The Greater Blue Mountains World Heritage Area – particularly areas of scenic or tourism value; and (iv) Wilderness areas".
38	From a water supply security perspective, has the catchment area for Warragamba Dam been designated a 'no fly zone'?	No. Potential impacts of the preliminary flight paths on water catchments are being assessed as part of the draft EIS. The draft EIS will include the findings of this assessment and any proposed mitigations.

		In general, the risk to water catchments from aircraft overflight is very low.
39	An Airport at Badgerys Creek risks World Heritage status for the Blue Mountains. How are the Department of Infrastructure, Transport, Regional Development, Communications and the Arts (DITRDCA) addressing this matter?	Potential impacts of the preliminary flight paths on the Greater Blue Mountains World Heritage Area are being assessed as part of the draft EIS. The draft EIS will include the findings of this assessment and any proposed mitigations.
40	How will the Blue Mountains community be spared 24-hour aircraft noise?	The preliminary flight paths for WSI have been designed in accordance with the Western Sydney Airport Plan, which requires that “aircraft and flight path design must minimise to the extent practicable the impact of Aircraft Overflight Noise on the following: (i) Residential areas (ii) Sensitive Receptors (iii) The Greater Blue Mountains World Heritage Area – particularly areas of scenic or tourism value; and (iv) Wilderness areas”.
41	Has the topography of the Blue Mountains landscape been factored into acoustic modelling? i.e. our landscape of cliffs, valleys, and gullys where noise reverberates.	Noise modelling is being undertaken using software developed by the American Federal Aviation Administration called the Aviation Environmental Design Tool (AEDT). AEDT is used globally to model aircraft noise. In order to generate as accurate of a noise model as possible, a number of variables are fed into AEDT such as forecasted flight schedules, aircraft types, weather and topography.
42	Has the elevation of the Blue Mountains landscape been factored into acoustic modelling? Are flight paths above sea level or ground level? If sea-level, then this would be misleading in relation to impacts as many areas of the mountains are 1,000ft above sea-level.	Noise modelling is being undertaken using software developed by the American Federal Aviation Administration called the Aviation Environmental Design Tool (AEDT). AEDT is used globally to model aircraft noise. In order to generate as accurate of a noise model as possible, a number of variables are fed into AEDT such as forecasted flight schedules, aircraft types, weather and topography.

43	Will the proposed 24 hour nature of the airport risk the world heritage listing status of the Blue Mountains National Park?	No. Potential impacts of the preliminary flight paths on the Greater Blue Mountains World Heritage Area are being assessed as part of the draft EIS. The draft EIS will include the findings of this assessment and any proposed mitigations.
Community Engagement and Consultation		
44	As FOWSA has been described in a Senate Inquiry as being "A TOOTHLESS TIGER AND HAS NO DETERMINATIVE OR-DECISION MAKING CAPACITY", should FOWSA be disbanded immediately?	Condition 16(2) of the Western Sydney Airport Plan requires the Department to establish a community and stakeholder reference group (Forum on Western Sydney Airport), that will operate until the end of the detailed design phase for Western Sydney Airports flight paths. In accordance with condition 16(2) FoWSA was established in 2017 as a consultation and information exchange group with representatives including elected representatives, industry groups, Government agencies and communities. FoWSA is not intended to have a decision-making capacity.
45	I request FOWSA to provide written advice of all instances where Community Representatives have raised substantive issues, which have been raised with them by members of the community, and these issues have been tabled/addressed/resolved at FOWSA?	Records of meetings since the first meeting of FoWSA in May 2017 are available on the Department's WSI project website at www.westernsydneyairport.gov.au/fowsa .
46	I request FOWSA to provide me with a written response as to what issues, which have been raised by any community, through Community representatives, have been raised through FOWSA and been resolved.	Issues that have been raised at FoWSA and responses to issues raised are set out in the records of meetings for FoWSA. Records of meetings since the first meeting of FoWSA in May 2017 are available on the Department's WSI project website at www.westernsydneyairport.gov.au/fowsa .
47	When will FOWSA desist from falsely promoting to the community in superlative terms that it is Consultative Forum.	FoWSA has been established as a consultation and information exchange forum to receive updates on the development of WSI's airspace and flight paths, and for members to raise community concerns. FoWSA's terms of reference, membership and records of past meetings are available at www.westernsydneyairport.gov.au/fowsa .
48	Is FOWSA deliberately and falsely promoting that it is a consultative forum when it is not?	Please see the response to question 47.

49	Are all members of the Forum prepared to commit to principles of transparency, honesty and accuracy when consulting about the flight paths and associated noise impacts for Western Sydney Airport?	<p>Under FoWSA’s terms of reference, members will attend meetings and:</p> <ul style="list-style-type: none"> • pro-actively identify and raise issues, queries and submissions from their local communities that are relevant to the work of FoWSA, and to list any issues for discussion by the forum; • objectively participate in the discussion of agenda items at meetings; • disseminate and communicate key FoWSA messages with the wider community; and • declare any conflict of interest at the start of the meeting and absent themselves from the meeting while the relevant item is being discussed. <p>FoWSA’s terms of reference, membership and records of past meetings are available at www.westernsydneyairport.gov.au/fowsa.</p>
50	Are all members of the Forum prepared to commit to plain speaking and not standard words or obfuscation when consulting about the flight paths and associated noise impacts for Western Sydney Airport?	<p>Please see the responses to question 49.</p> <p>The Department of Infrastructure, Transport, Regional Development, Communications and the Arts will be consulting on the draft EIS for preliminary flight paths. The Department will prepare written summary material and undertake different community engagement activities using plain language to support the public’s engagement with the draft EIS during public exhibition.</p>
51	Do all members of the Forum commit to ensuring that the World Heritage Status of the Blue Mountains National Park must not be impacted by the Western Sydney Airport flight paths?	<p>The design of flight paths for WSI is being guided by the airspace design principles set out in the Western Sydney Airport Plan. One design principle is that consideration will be given to the impacts of aircraft operations on natural and visually sensitive areas such as the Greater Blue Mountains World Heritage Area.</p> <p>Potential impacts of the preliminary flight paths on the Greater Blue Mountains World Heritage Area are being assessed as part of the EIS for the preliminary flight paths. The EIS will include the findings of this assessment and any proposed mitigations.</p>

52	<p>What lessons (if any) have been learned from the recent expansion of the Brisbane Airport in relation to noise impacts?</p>	<p>Airservices Australia has shared a number of lessons from the Brisbane New Parallel Runway and these have been considered as part of the WSI preliminary flight paths design work.</p> <p>Some key learnings include:</p> <ul style="list-style-type: none"> • the need to maintain communication about the airspace change between EIS approval and implementation of the change; • clear messaging on flight path location and potential impacts and the importance of an aircraft overflight flight noise tool in communicating this information; • considering the effects of aircraft overflight noise for both jet, and non-jet aircraft equally.
53	<p>Why is the information sharing with the public, carried out in such a seemingly underhanded way, by not allowing any time for response? Submission of questions for the forum given mere hours to complete. This was similar for the comments on the draft EIS, given such a short response time for such a large important(?) document. Can the public be given assurances that future communications will be divulged within realistic timeframes?</p>	<p>The key feedback mechanism for the refinement of the preliminary flight paths will be through the submissions process during the public exhibition period for the draft EIS for the preliminary flight paths.</p> <p>The statutory time frame for consultation under the <i>Environmental Protection and Biodiversity Conservation Act 1999</i> for a draft EIS is 20 business days. We do note the complexity of this project and that 20 business days may not be sufficient for all parties who wish to review the draft EIS in full. The Department of Infrastructure, Transport, Regional Development, Communications and the Arts is reviewing options and currently anticipates a period of at least 60 business days (3 months) for the consultation period.</p> <p>The Department is undertaking a significant program of community engagement throughout 2023 leading up to the release of the draft EIS. FoWSA is one part of the engagement program.</p>

54	<p>For several years now our council (Wollondilly Shire) has flatly refused us permission to erect garages/garden sheds and like structures on our properties as they can't be built in the proposed flight paths. (Council or nobody else can confirm the actual flight paths to us I might add). Please explain to me how a garden shed or similar will have any effect on the planes flying over our houses or the day to day operations at the new international airport? How is it that similar structures can be seen all around properties in the near vicinity to Sydney Kingsford Smith airport and they don't seem to have any detrimental effect of the operation of that airport.</p>	<p>Land use and planning restrictions are matters for the NSW Government through the State Environmental Planning Policies (SEPPs). The SEPPs are enacted by local governments through their Local Environmental Plans.</p> <p>The Department supports a cautious approach to land planning based on experience with noise impacts and concerns in relation to other airports' developments, especially while the flight plans are still under development.</p>
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