



Australian Government

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

Western Sydney International Airport Preliminary Airspace and Flight Path Design

*Bankstown and Camden Community Aviation
Consultation Groups*

December 5 2023



Draft EIS Public exhibition and next steps

Public exhibition:

The draft EIS is on public exhibition from **24 October 2023** until **31 January 2024** (67 business days).

Submission can be made:

- **Online** via wsiflightpaths.gov.au
- **By email** to eis.submissions@infrastructure.gov.au
- **By mail** to Att: WSI Flight Paths Team, GPO Box 594, CANBERRA ACT 2601.

Final EIS:

The final EIS must consider all submissions received during the exhibition period.

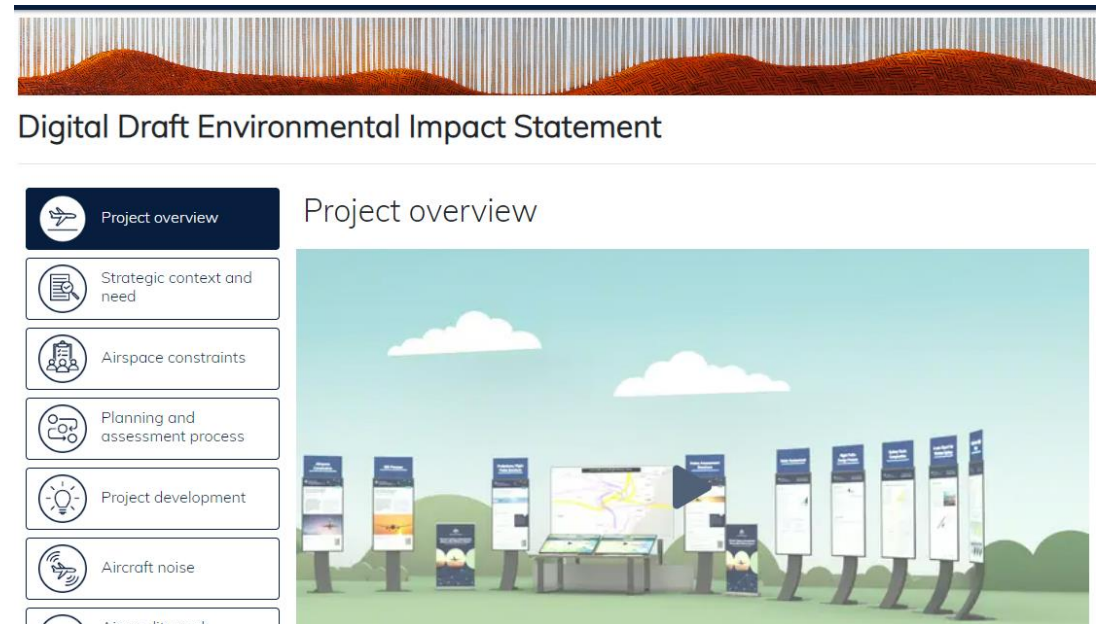
It will contain a Submissions Report that will summarise submission comments and how they have been addressed.

Final EIS publication

2nd half of 2024

What is in the draft EIS?

- **Part A Background**
 - Project setting and existing airspace
 - EIS process and requirements
- **Part B The Project**
 - Development of flight paths
 - Changes to other airports' flight paths
 - Engagement
- **Part C Environmental Impact Assessment**
 - Individual chapters on assessment topics incl. aircraft noise, air quality, land use, biodiversity, economic, human health, biodiversity, hazards and risk
 - Draft Noise Insulation and Property Acquisition policy
- **Part D EIS Synthesis**
 - Mitigation and environmental management
- **Technical papers**



wsiflightpaths.gov.au/digital-draft-eis

EIS Assessment topics

Economic

- Flight paths are integral to realising the significant economic and employment effects of WSI for the local and regional economy.
- Increased access to key tourist destinations is considered to outweigh the potential adverse amenity impact of the flight paths.
- Aircraft noise may result in adverse impacts to residential property values in some areas close to WSI. Dwellings within the N70 contour (and outside the ANEC 20) are expected to have a low level of impact. Potential losses are expected to be recovered in 6 months due to growth in real capital gain. *Note: Canterbury-Bankstown and Camden do not fall within these contours.*
- Changes to airspace arrangements to accommodate the operation of WSI are also expected to have an economic impact on general aviation users, particularly flight training operators at Bankstown Airport.
- The department and Airservices Australia are continuing to work with general aviation operators to ensure that the airspace design and procedures minimise risks and associated economic costs.

EIS Assessment topics

Air Quality and Greenhouse Gas

- All pollutants below identified thresholds in 2033
- Minor exceedances may occur close to WSI for particulate matter (PM_{2.5}) and nitrogen dioxide (NO₂) in 2055.
- Elevated particulate matter levels are due to existing elevated background levels. The contribution of WSI flight paths is considered insignificant.
- The predicted 1-hour average NO₂ levels are slightly above the NSW Environment Protection Authority (EPA) criteria, and are likely an overestimate

Fuel jettisoning

- Fuel jettisoning is a rare occurrence that has no impact at ground level when conducted in accordance with relevant procedures in *Airservices' Manual of Air Traffic Services*.

EIS Assessment topics

Landscape and visual amenity

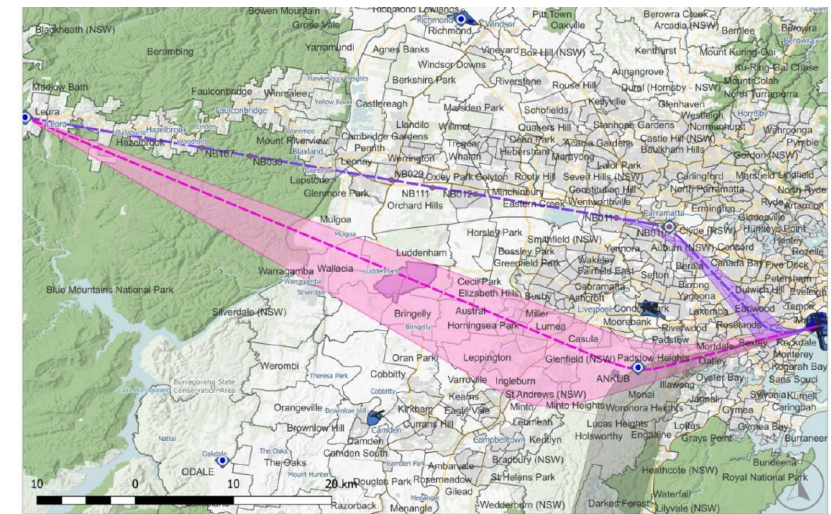
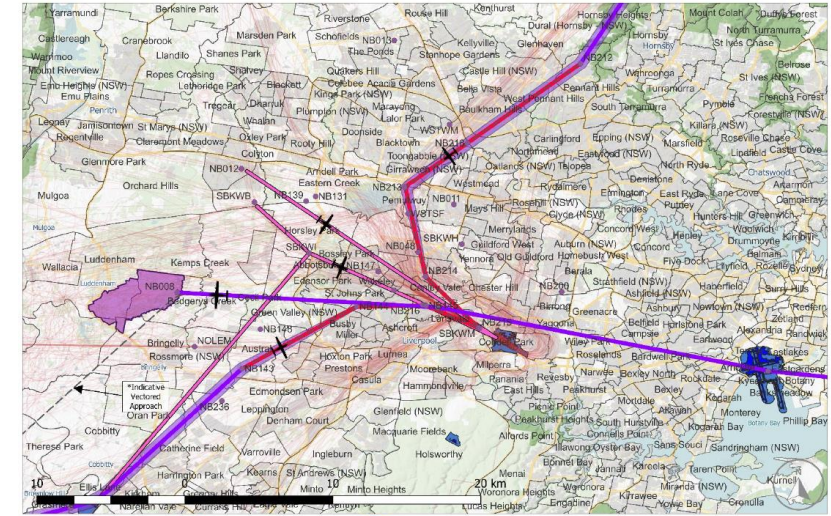
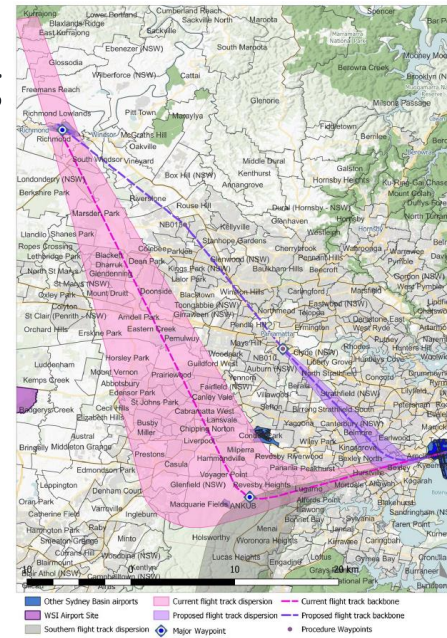
- Impacts at certain Greater Blue Mountains Area (GBMA) lookouts (Echo Point and The Walls) have been assessed as 'high-moderate' in 2055
- The magnitude of visual change was deemed to be 'low', as aircraft will be at a considerable distance and altitude when seen from these lookouts, however the high-moderate impact rating reflects the very high visual sensitivity of these locations.
- All other GBMA viewpoints were assessed as either 'moderate', 'moderate-low' or 'negligible' impact.
- Viewpoints in Kemps Creek and Luddenham Village were also assessed as high-moderate impact in the 2055 scenario based on high frequency of expected overflight.



EIS Assessment topics

Facilitated Impacts

- To facilitate the implementation of WSI airspace, some changes were identified to maintain the safety assurance of flight operations in the Sydney Basin, while meeting the requirements of efficiency, capacity and environment.
- The design includes changes to some of the existing departures and arrivals at Sydney (Kingsford Smith) Airport, as well as changes to Instrument Flight Rules (IFR) and Visual Flight Rules (VFR) operations at Bankstown and Camden Airports, RAAF Base Richmond, and changes to lower level transit flights in the Sydney Basin.



Community information events

Community information and feedback sessions

4 Nov	St Clair Autumnleaf Neighbourhood Centre, 1-4pm
8 Nov	Warragamba Town Hall, 4-7pm
11 Nov	Blaxland Community Centre , 1-4pm
14 Nov	Online webinar , 6.30-8.30pm
15 Nov	Penrith Panthers Club, 4-7pm
16 Nov	Bringelly Community Centre, 4-7pm
22 Nov	Sydenham St Peters Town Hall, 4-7pm
23 Nov	Granville Centre , 4-7pm
30 Nov	Plumpton Neighbourhood Centre, 4-7pm
2 Dec	Bankstown Sports Club, 1-4pm
6 Dec	North Richmond Community Centre, 4-7pm
9 Dec	Bella Vista Village Green Community Centre, 1-4pm
TBC	Burwood/Strathfield area , 4-7pm

Information stalls

28 Oct	St Clair Shopping Centre, 9am-4pm
29 Oct	Westfield Penrith , 10am-5pm
2 Nov	Springwood Town Square, 9am-4pm
4 Nov	Westfield Mt Druitt , 10am-5pm
5 Nov	Luddenham IGA, 9am-4pm
17 Nov	Marrickville Metro, 10am-4pm
18 Nov	Oran Park Podium, 10am-3pm
19 Nov	Auburn Central Shopping Centre, 10am-4pm
25 Nov	Clemton Park Shopping Village, 10am-3pm
26 Nov	Bankstown Central Shopping Centre, 10am-4pm
2 Dec	Norwest Marketown, 10am-4pm

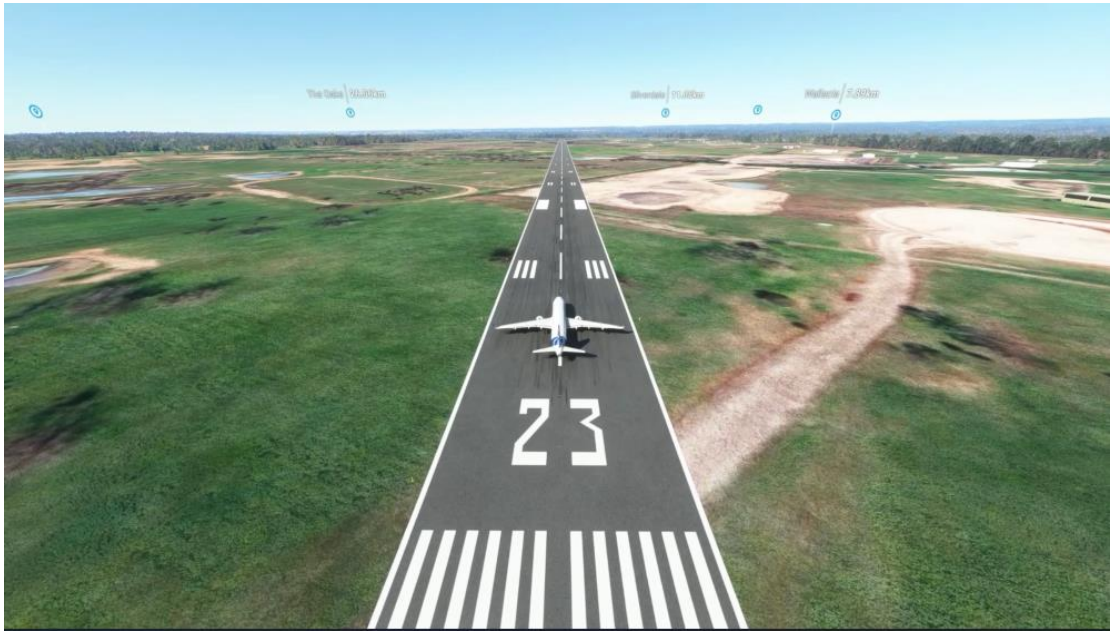
Purpose of the Presentation

This Presentation is to:

- Brief Bankstown and Camden CACG members on the progress of the Western Sydney Airport flight path design process as it specifically affects GA operations in the Sydney Basin

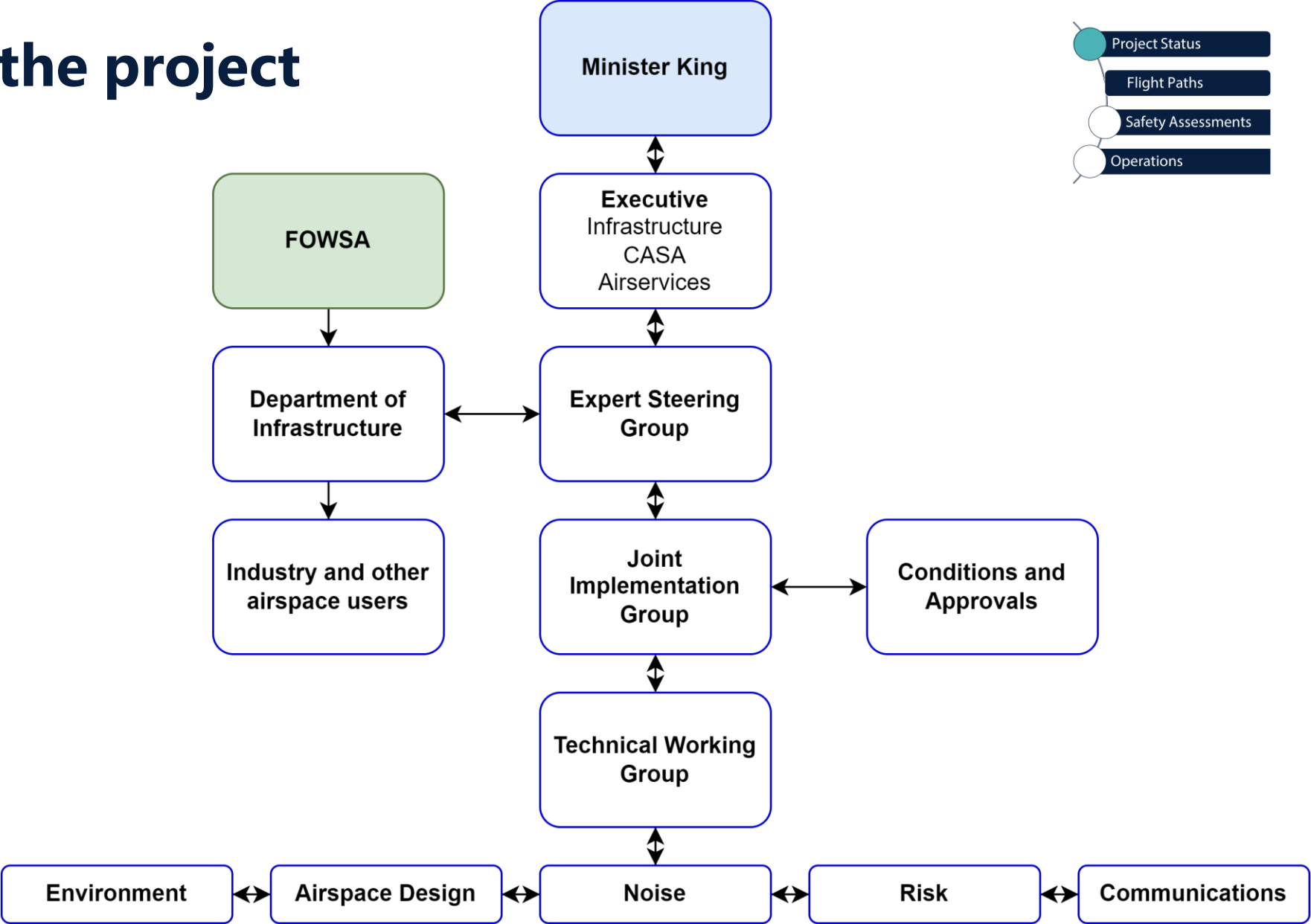
Contents

- Project Status
- Flight Paths
- Safety Assessments
- Operations



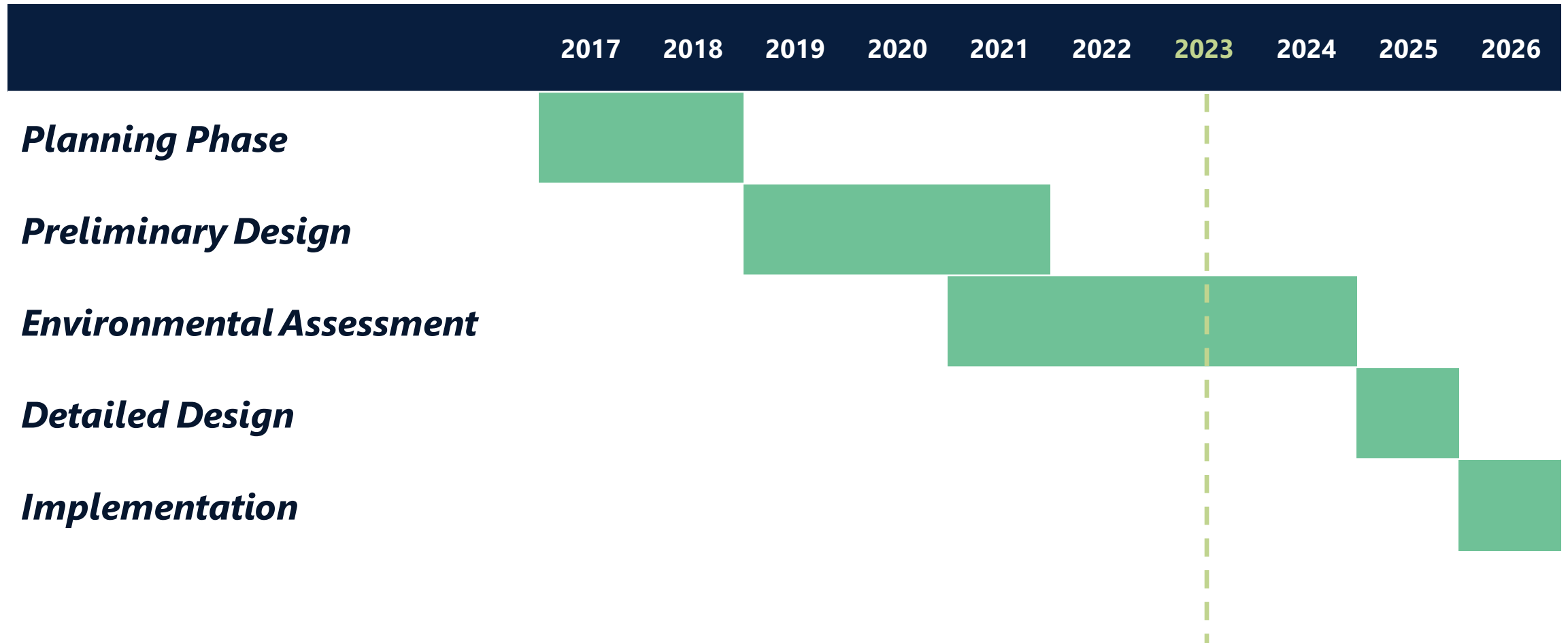
Governance of the project

- Project Status
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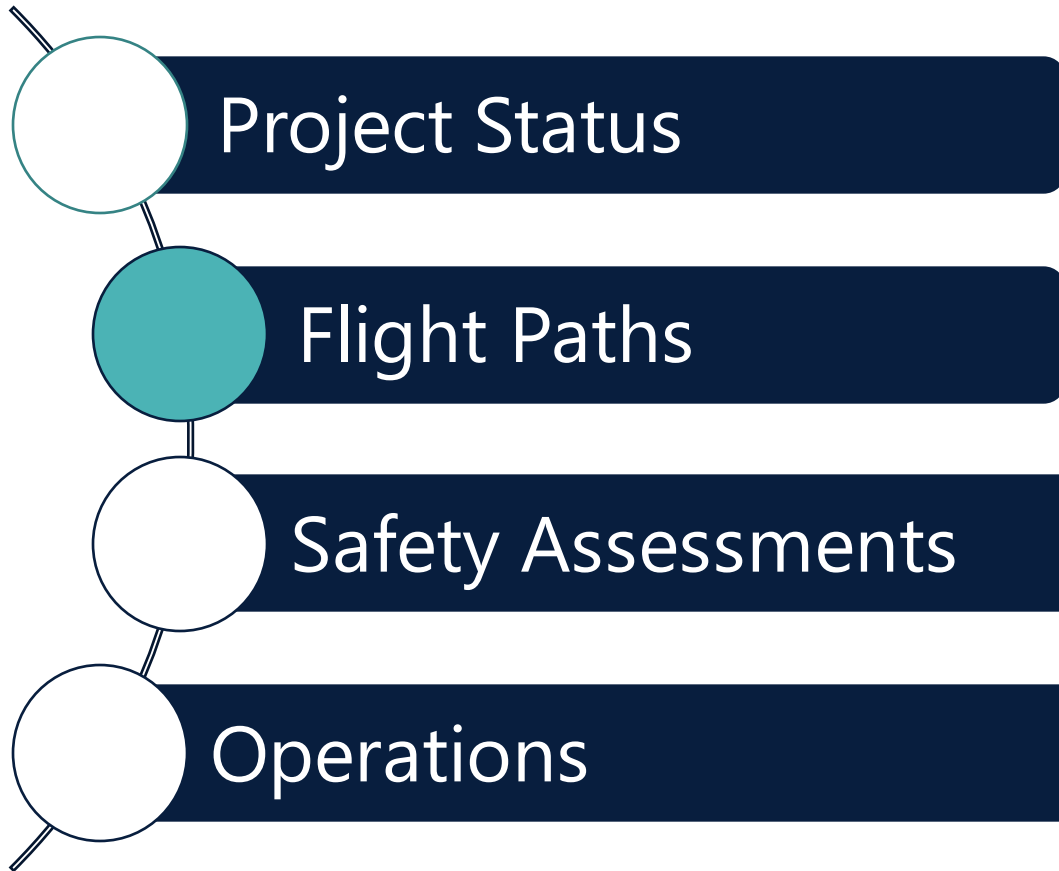


Project progress update

- Project Status
- Flight Paths
- Safety Assessments
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Flight Paths for Bankstown

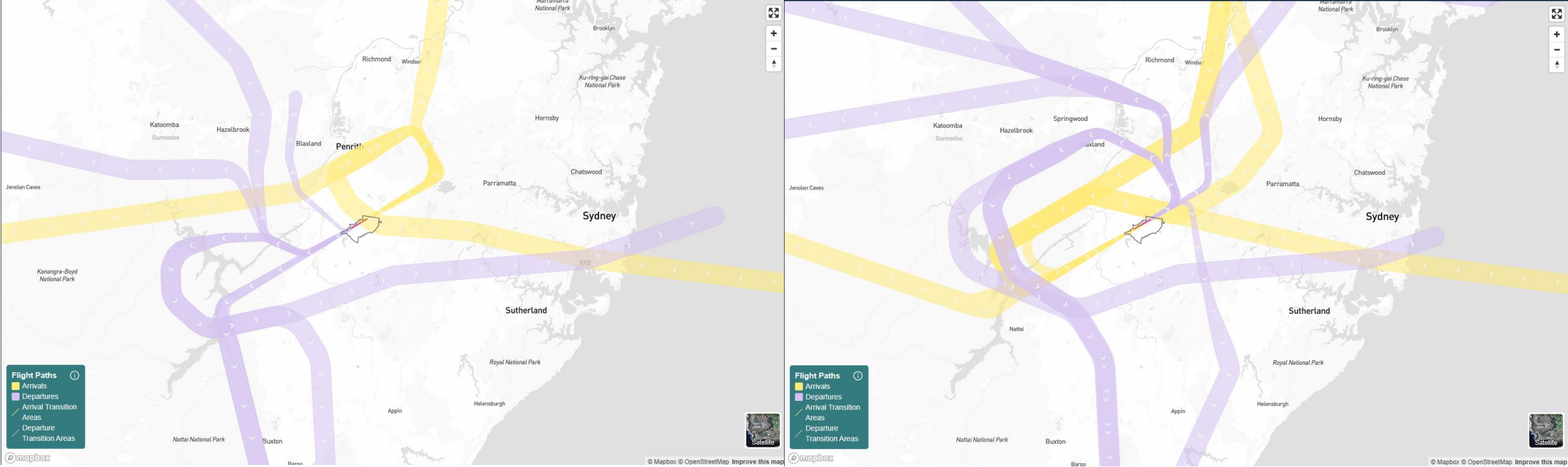


- VFR and IFR flight paths into and out of surrounding airports will need to be re-aligned to accommodate WSI

WSI structure

- Project Status
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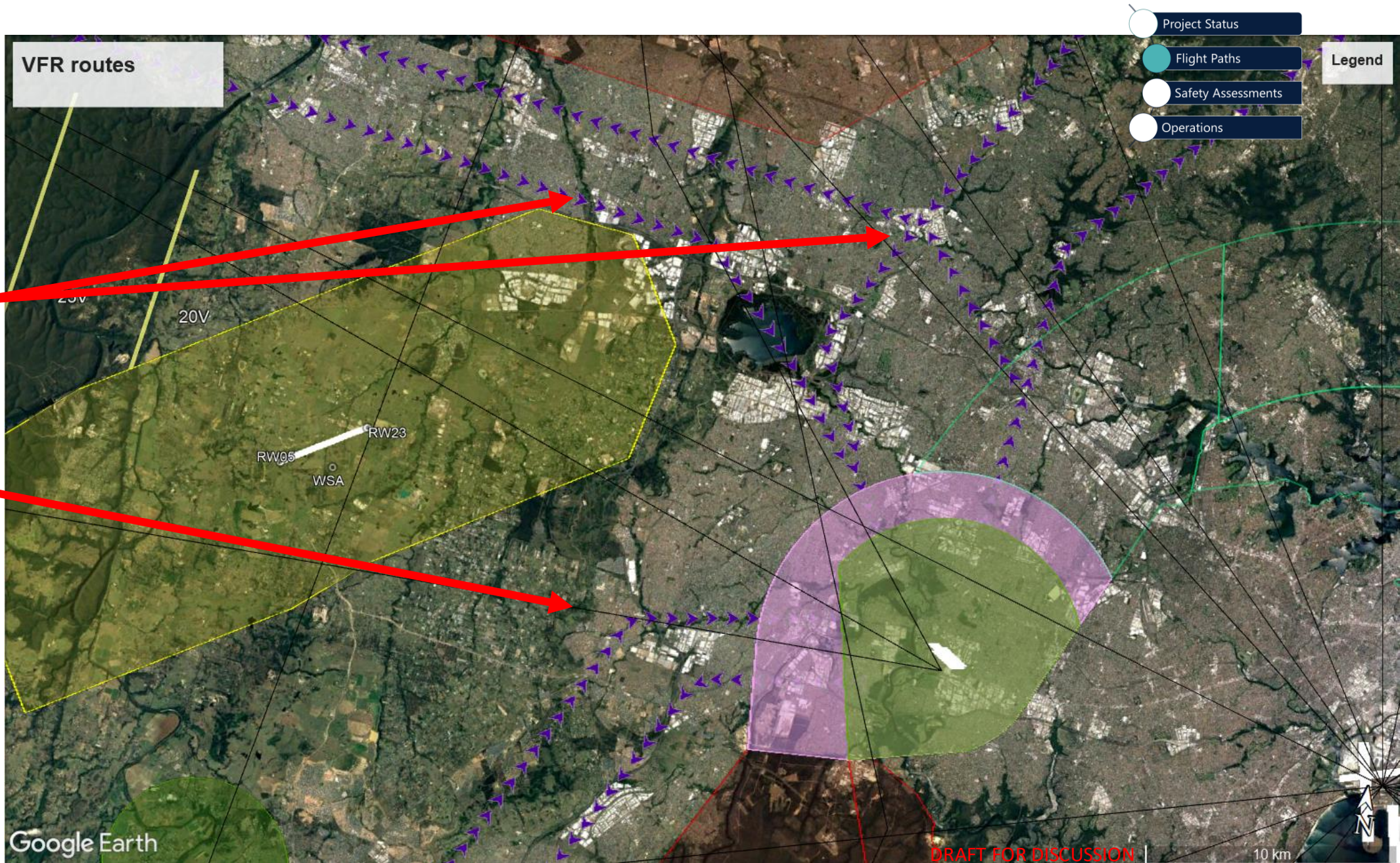
GA flight paths are positioned to remain east of WSI below A030 wherever possible



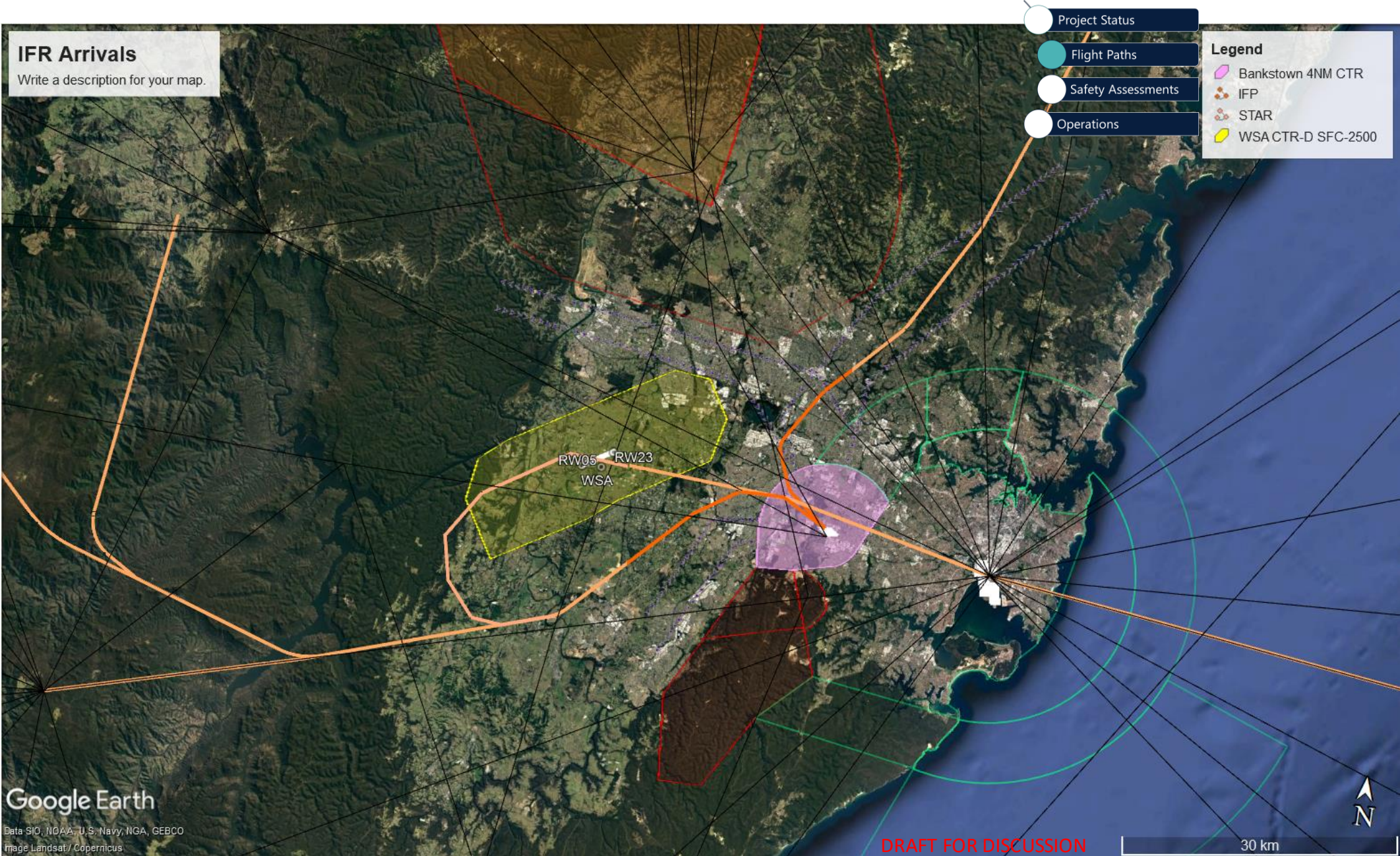
VFR flight paths

Key change:
Alignment

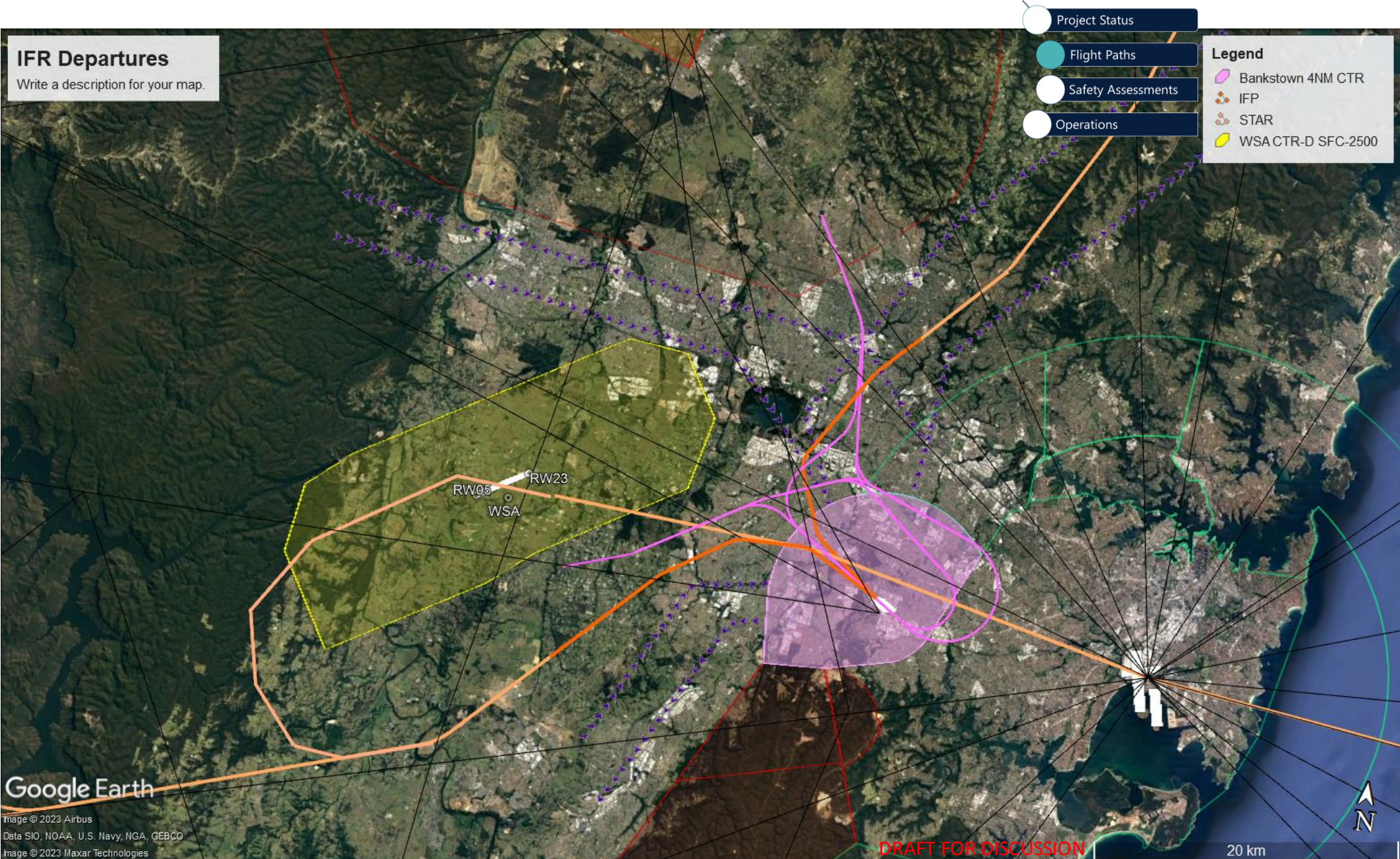
Reversal
(align with IFR)



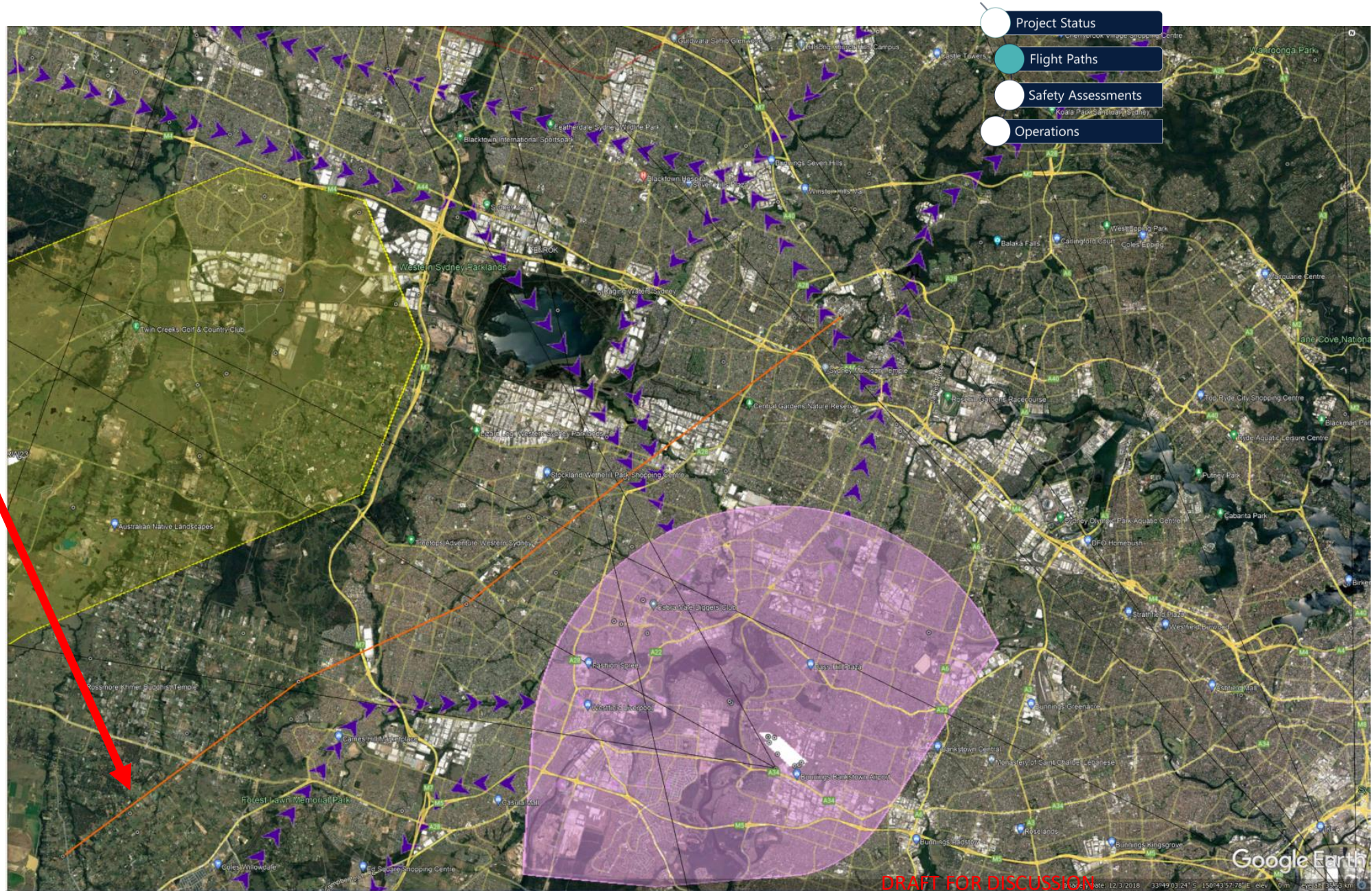
BK IFR ARR flight paths



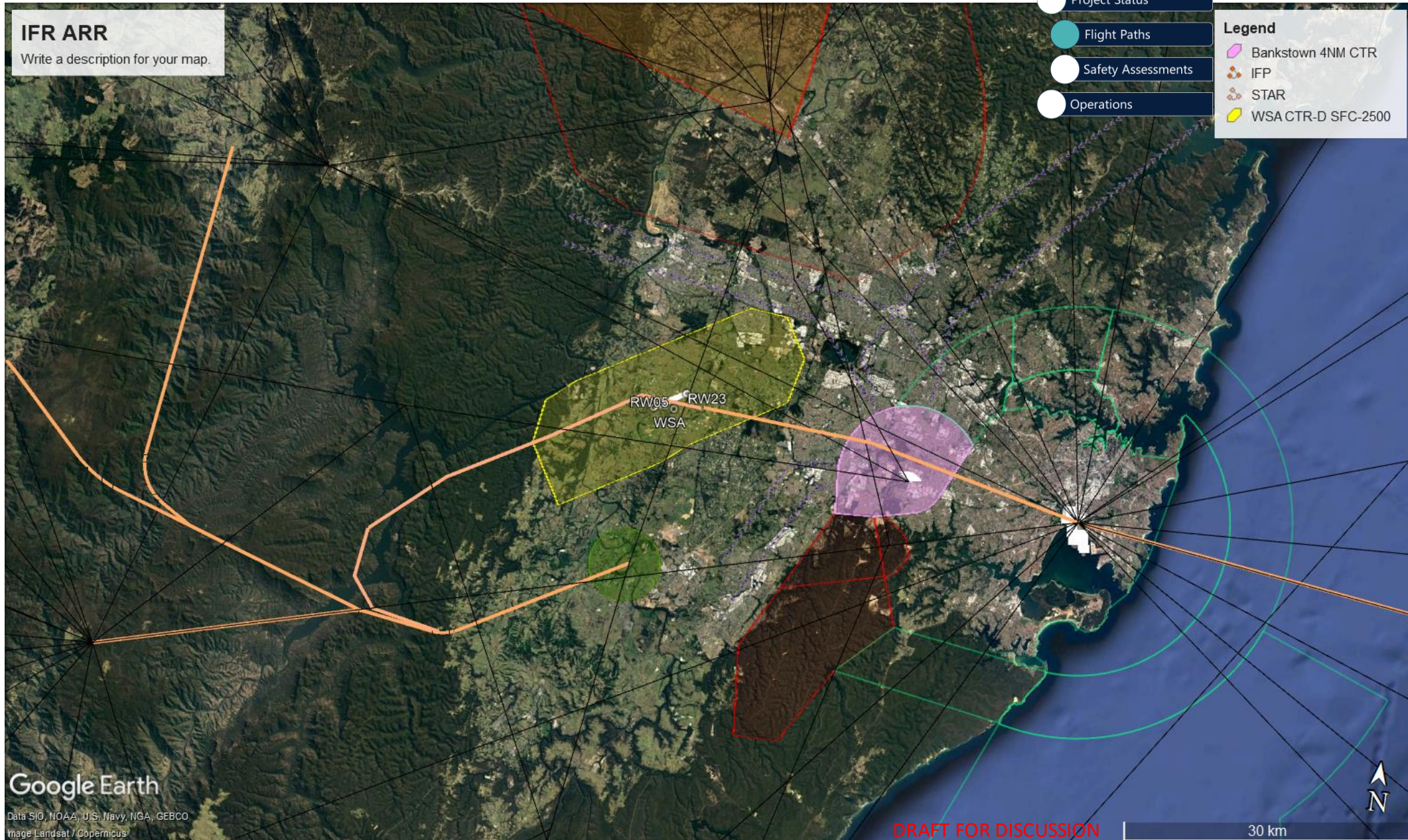
BK IFR DEP flight paths



WST IFR ARR

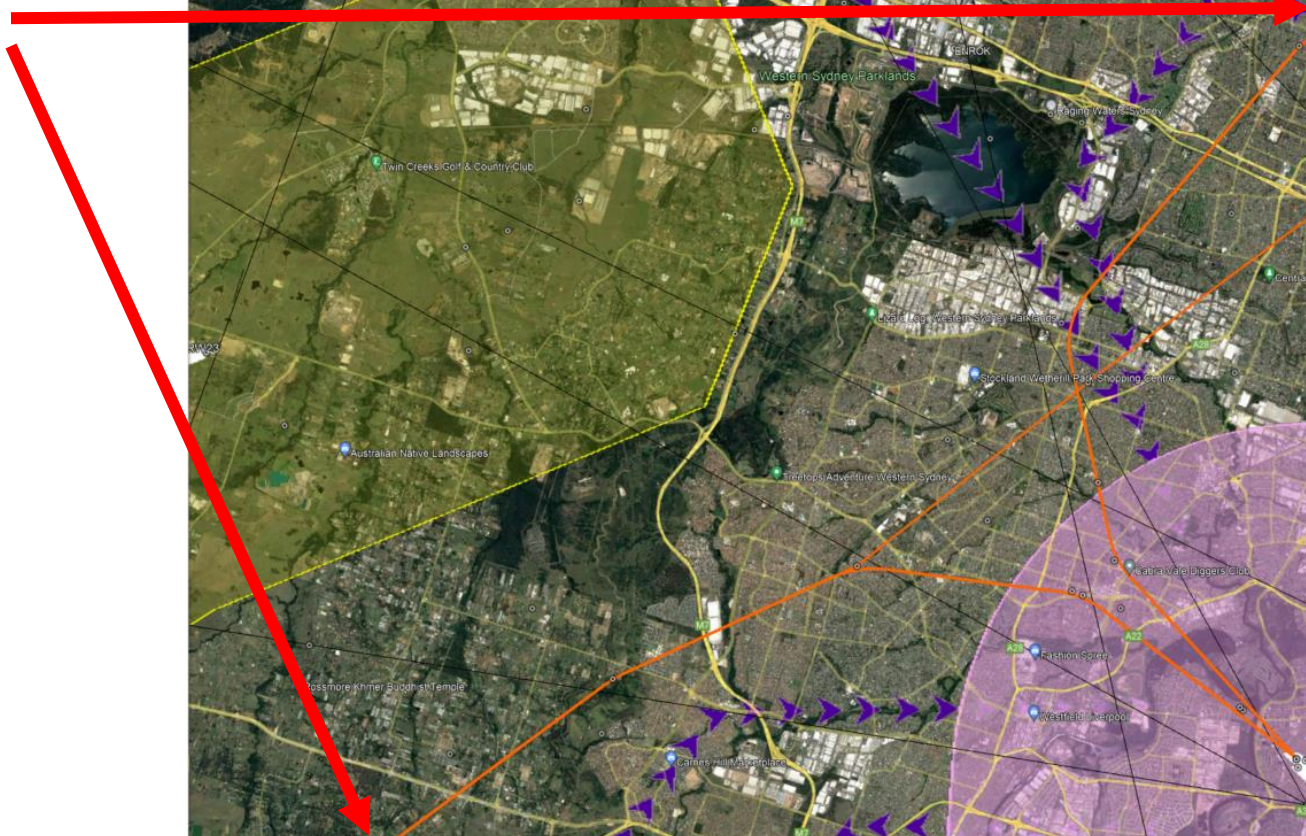


CN IFR ARR flight paths



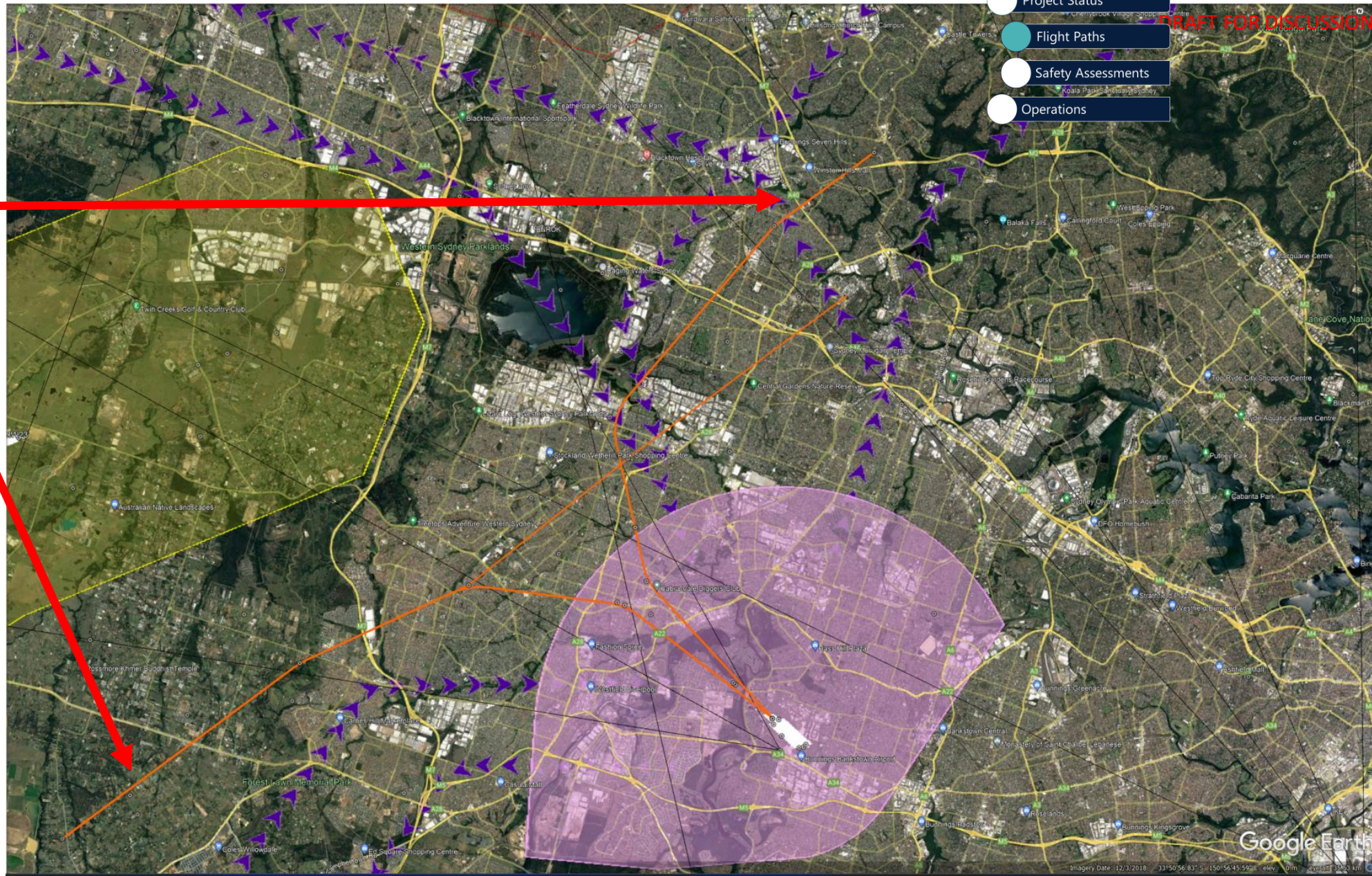
**WST IFR
ARR +**

**BK IFR
arrivals**



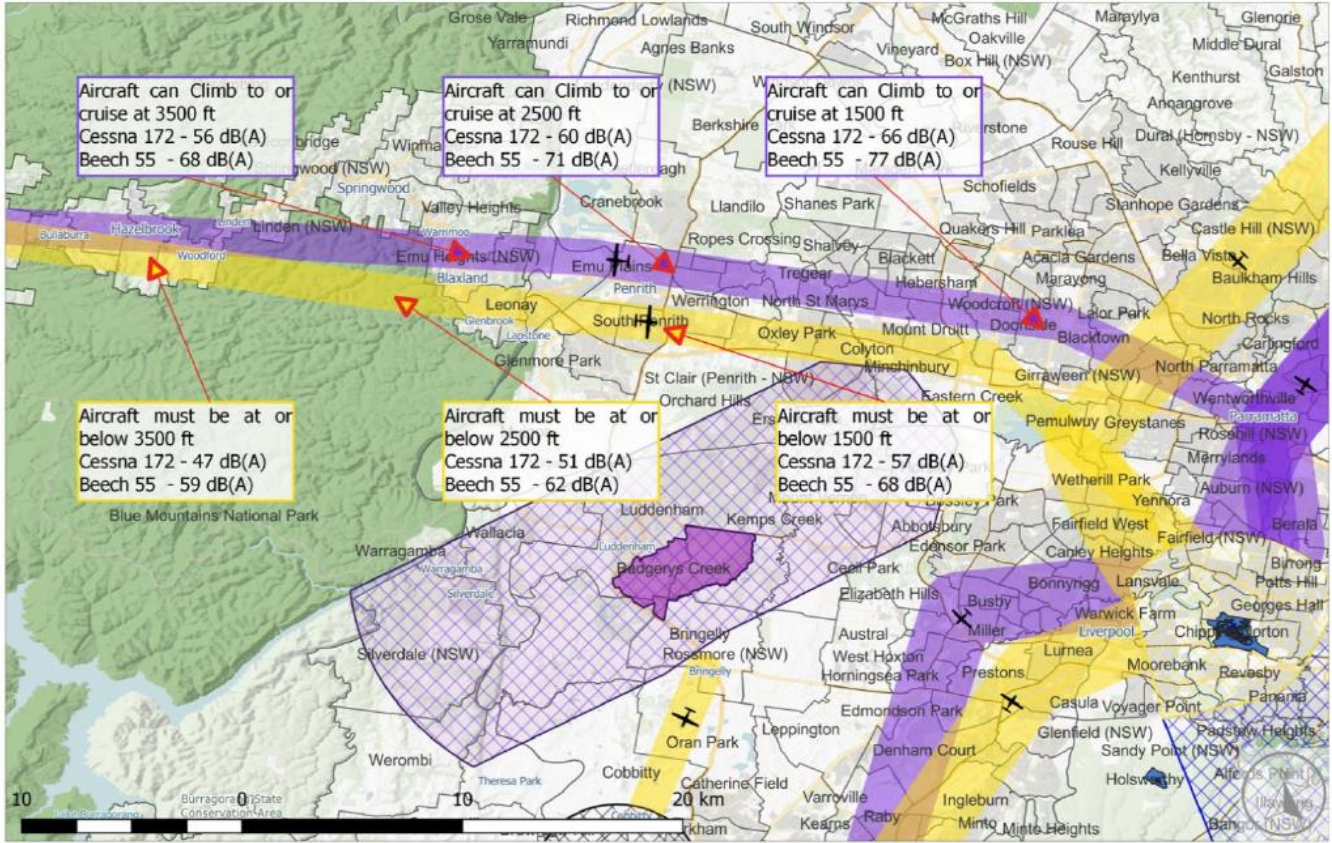
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DRAFT FOR DISCUSSION



Noise Assessment

Facilitated Impacts



Climb

Aircraft	400 ft	1,000 ft	2,000 ft	4,000 ft	10,000 ft
Saab 340 – Twin turboprop	87	78	71	64	53
B 58 – Beechcraft Baron – Twin-engine prop	89	81	74	66	55
C 172 – Cessna Skyhawk – Single-engine prop	80	70	62	54	41
C510 – Cessna Citation Business Jet	95	85	77	67	52

Cruise

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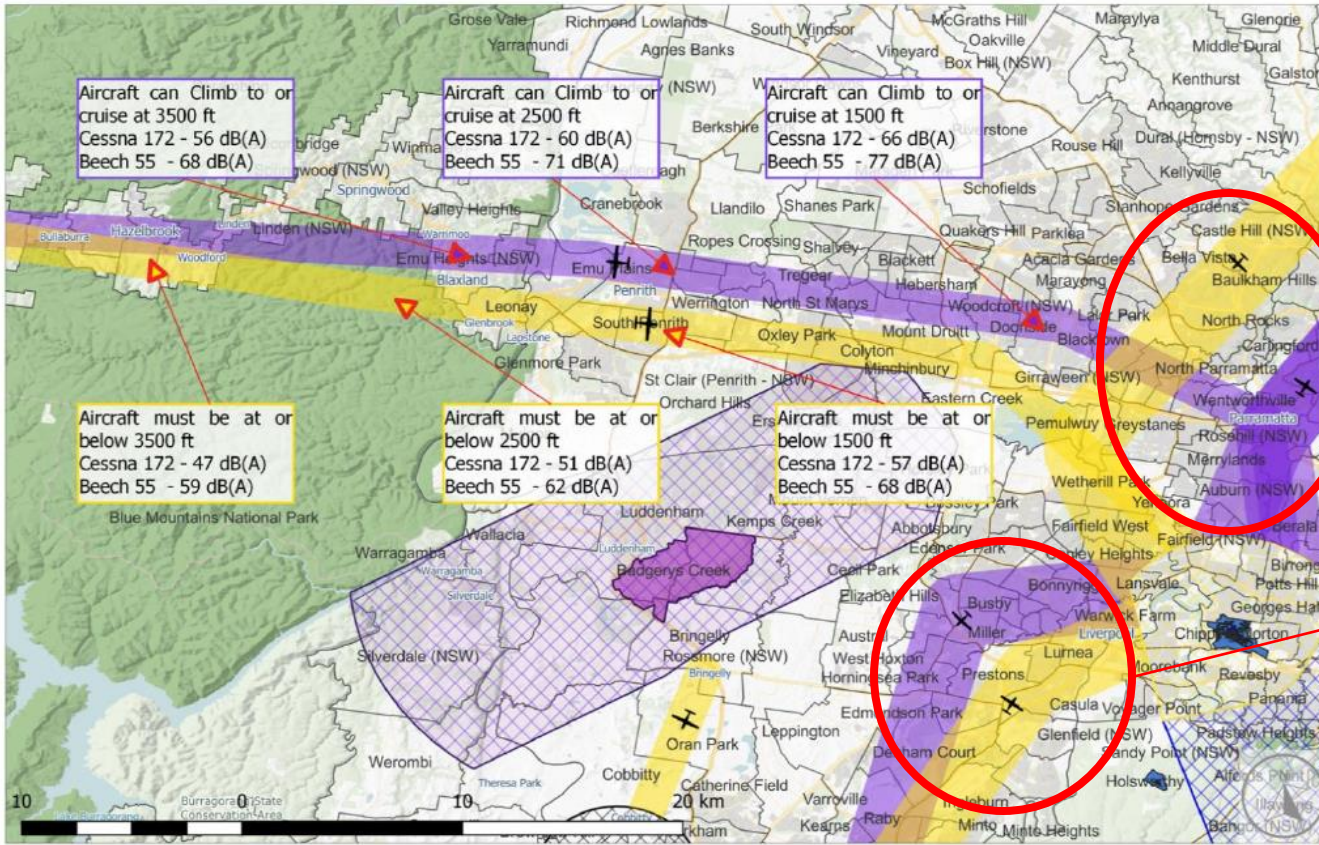
Descent

Aircraft	400 ft	1,000 ft	2,000 ft	4,000 ft	10,000 ft
Saab 340 – Twin turboprop	82	73	66	59	48
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- Other Sydney Basin airports
- Control Zone - Bankstown
- WSI Airport Site
- Control Zone - Camden
- Proposed Arrival flight track dispersion
- Proposed Departure flight track dispersion
- Control Zone - WSI Airport
- Control Zone - Sydney (Kingsford Smith)

Noise Assessment

Facilitated Impacts – Non Jets



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<74dB

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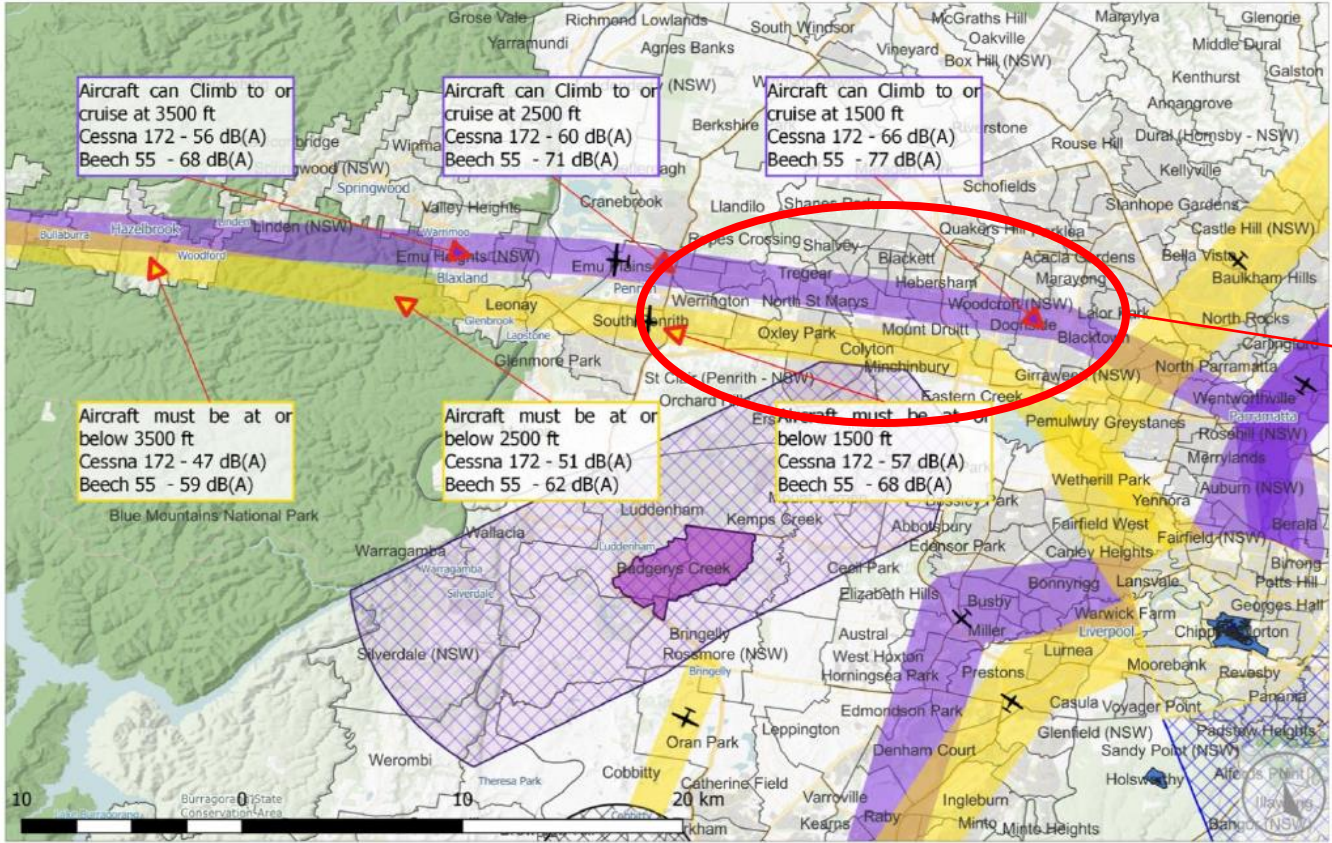
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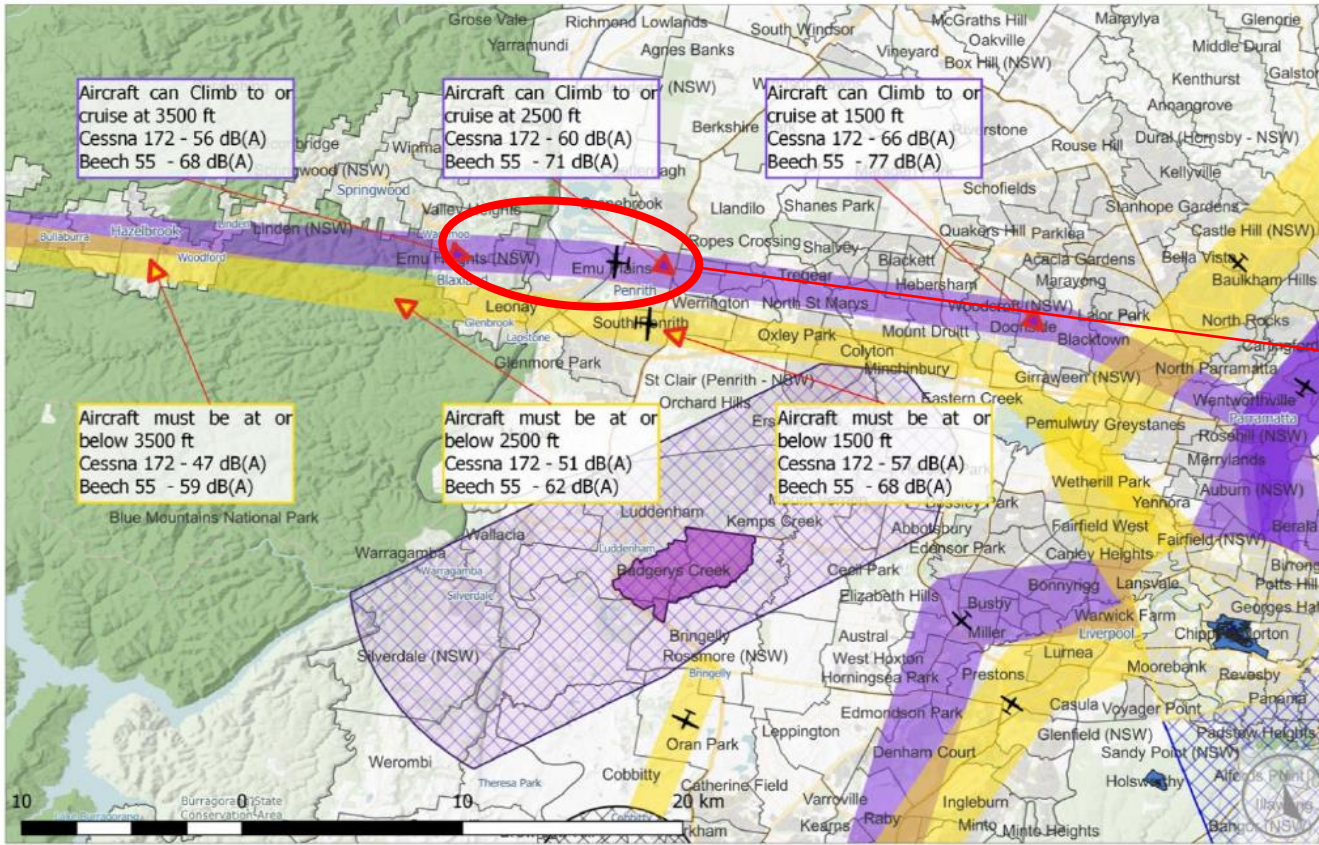
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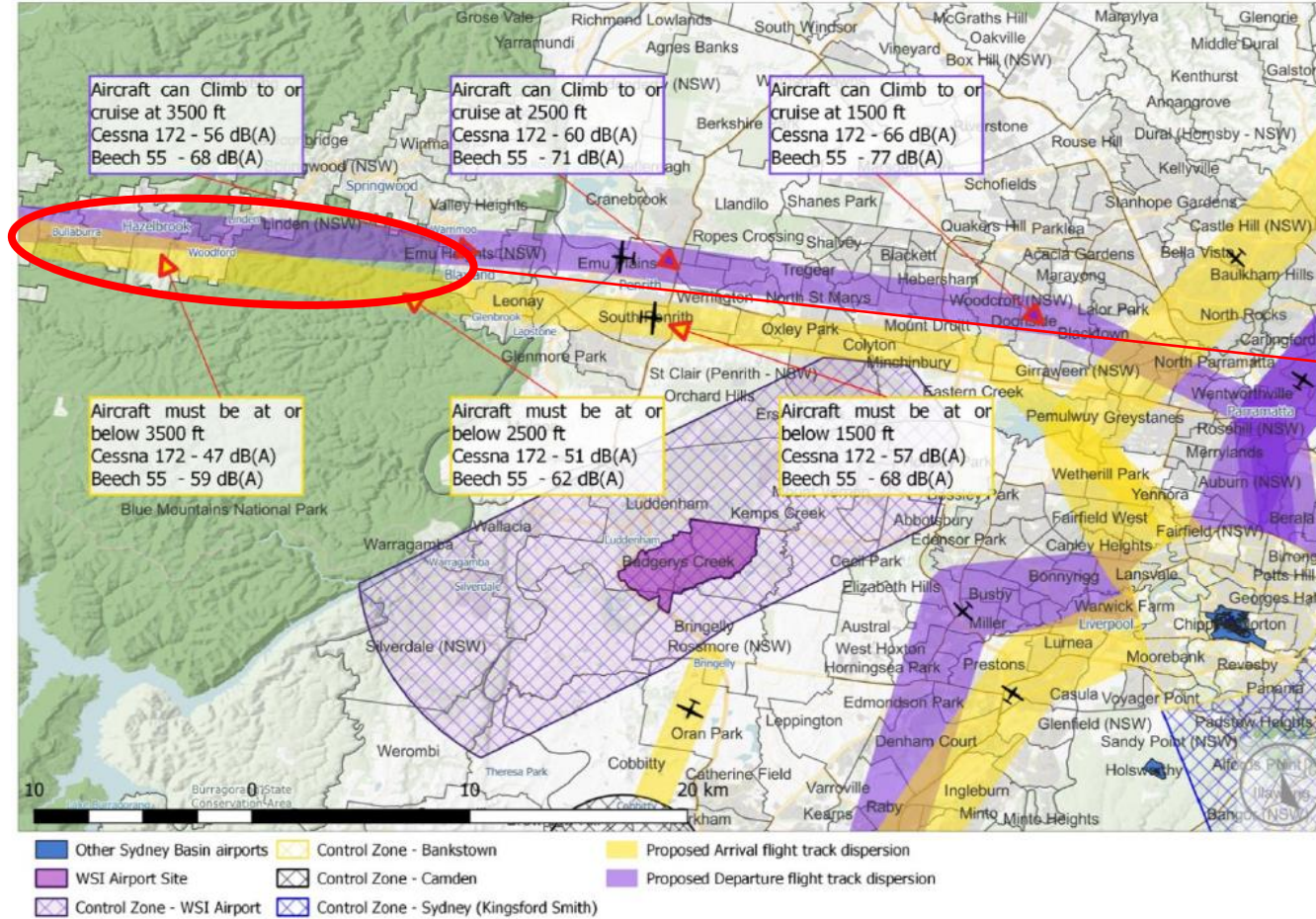
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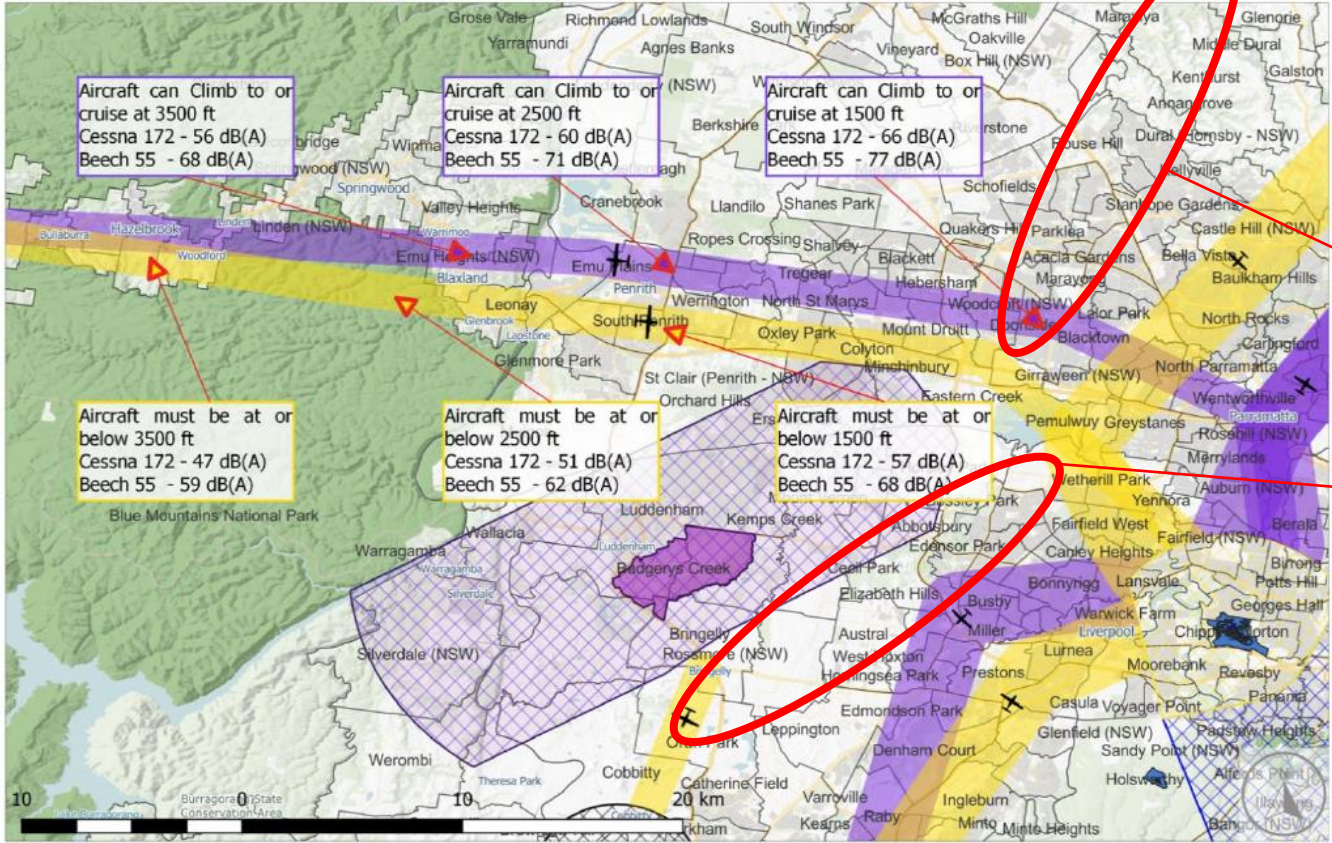
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Noise Assessment

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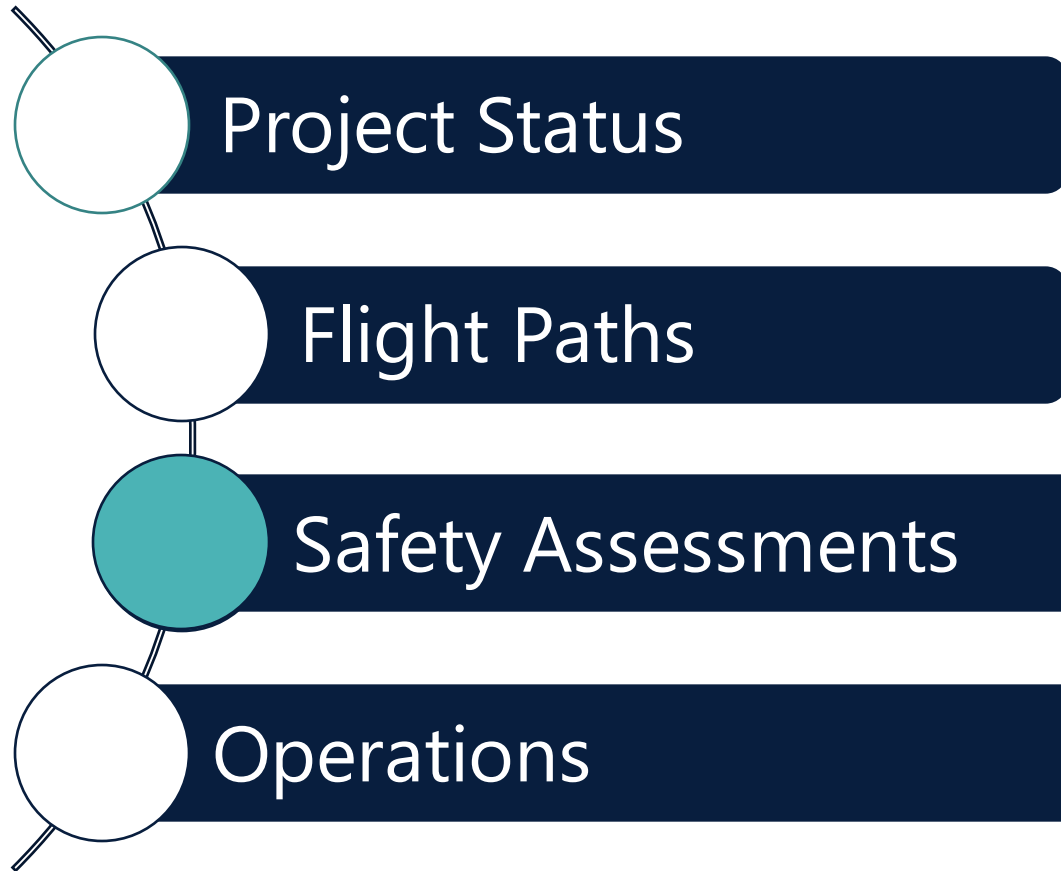
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Airspace safety between WS, RI, BK, CN...



- Safety Assessments indicate that the volume between WS, RI, BK and CN would require increased mitigation to manage the risk of IFR and VFR interaction.

Drivers for increased safety controls

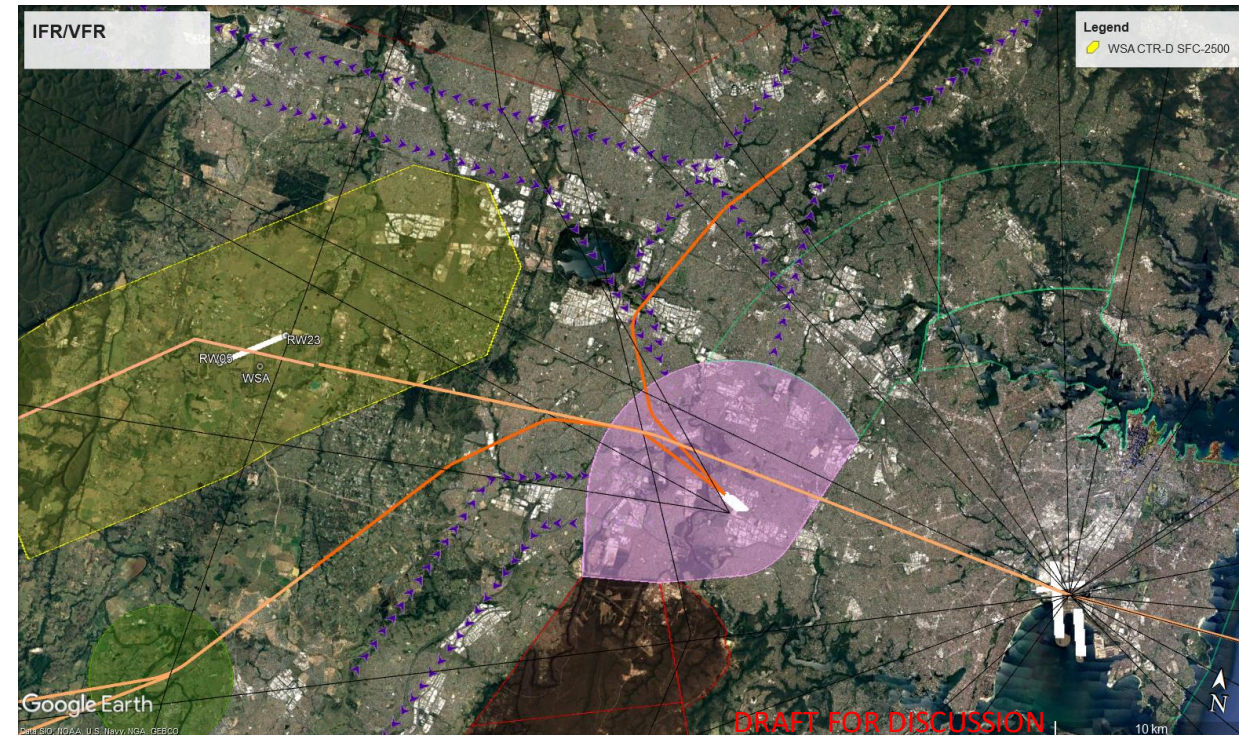


Containment of Instrument Flight Procedures

- IFP have been designed to permit IFR arrivals and departures from the North and South- linked to STARS these are independent of YSWS operations
- IFP must be contained in a single class of Airspace
- In IMC, aircraft will have limited/no opportunity to manoeuvre off-IFP within 15NM of destination

Segregation of IFR and VFR operations

- The IFPs from the north and south are in proximity to VFR operations laterally and vertically.



Assessment process

CASA Safety Risk Management Framework (SRMF) was used to identify potential hazards and the following steps were utilised to determine:

- worst feasible consequence
- likelihood
- initial risk score
- existing individual control effectiveness
- overall control effectiveness
- interim risk score
- exposure assessment
- final risk score
- risk level

Use cases were developed incorporating the possible traffic conflict scenarios in two stages:

- Stage 1 - YSWS aircraft operations with the current IFP at YSBK and YWST

- Stage 2 - Proposed IFP for YSBK and YWST with VFR

Assessment outcomes

Stage 1

As the risk level outcomes demonstrate, the introduction of the YSWS airspace and route design with the existing Instrument Flight Procedures into YSBK and YWST has a significantly higher overall risk level.

Recommendation is that usage of the current RWY11C RNP approach at BK be minimised

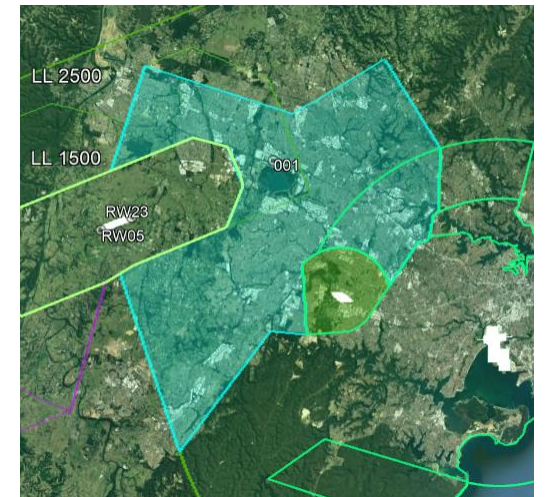
Stage 2

The risk level outcomes also demonstrate that the proposed IFP designs for BK have a lower risk level, but still require mitigation to be safely implemented.

The only mitigation considered effective by the assessment team is the introduction of controlled airspace.

Options:

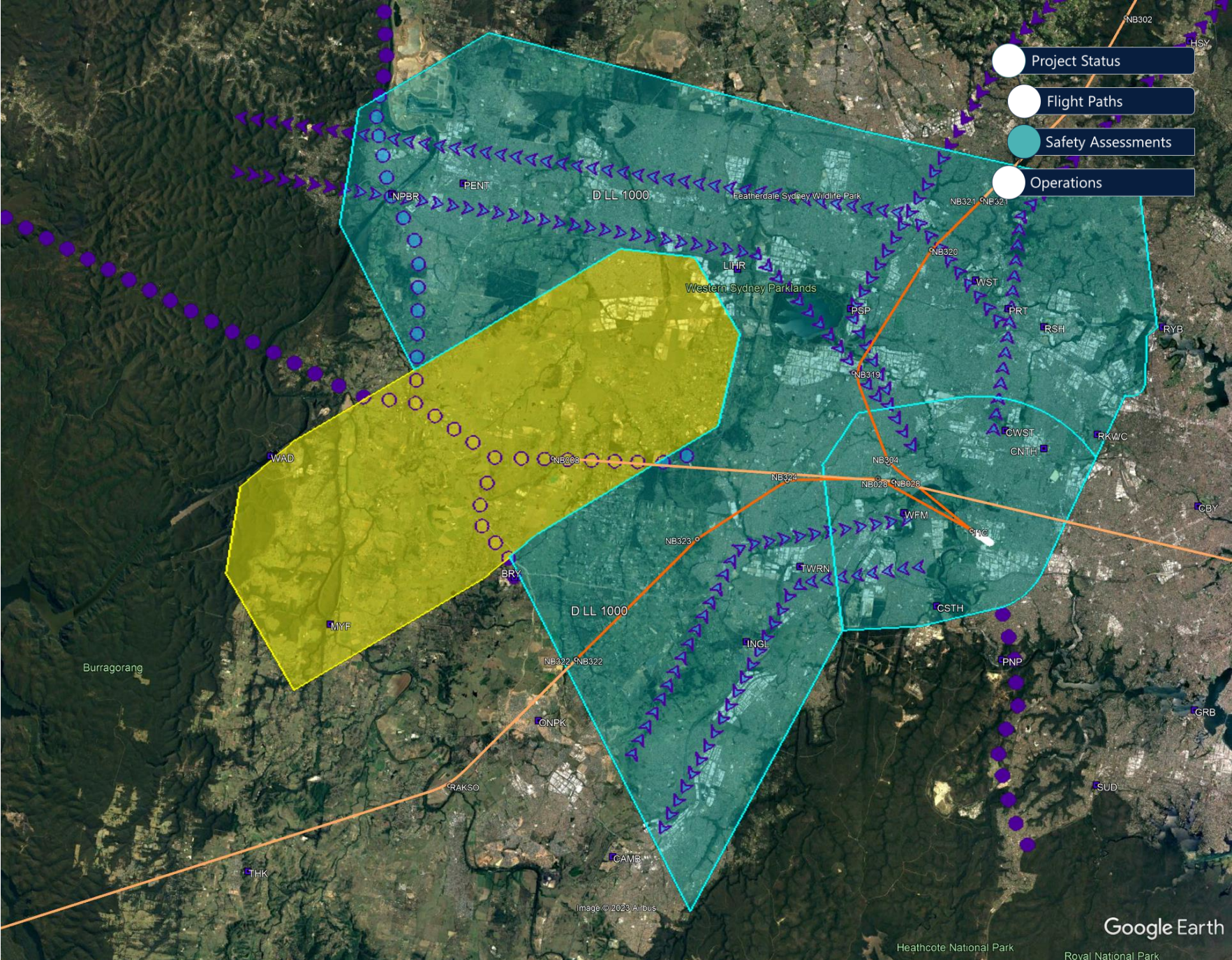
- Class E
- Class D+ (Transponder/radio/FPL)



Containment

Class C CTR

Class D+ (Base 1'000ft AGL)



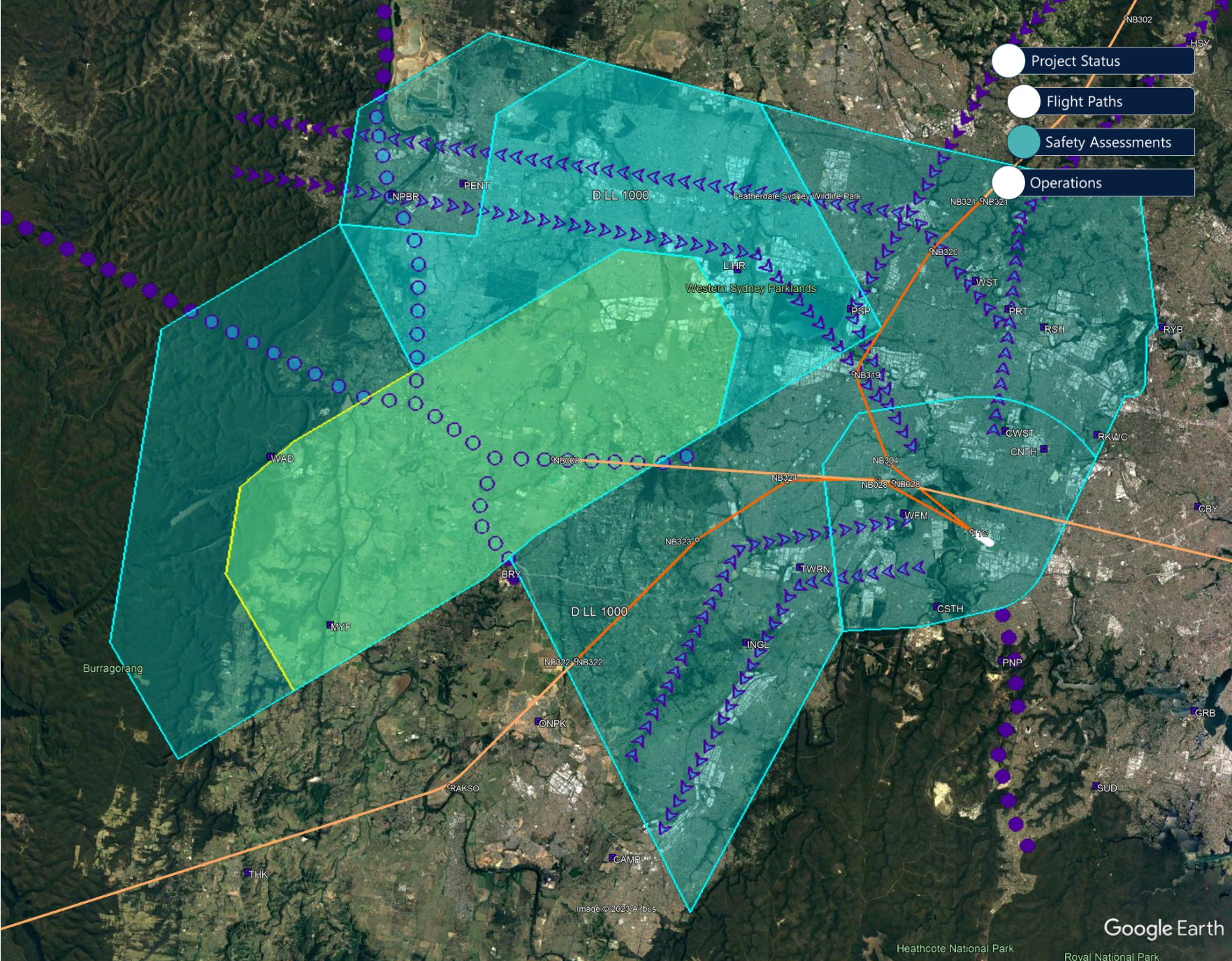
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Containment

Class C CTR

Class D+ (Base 1'000ft AGL)

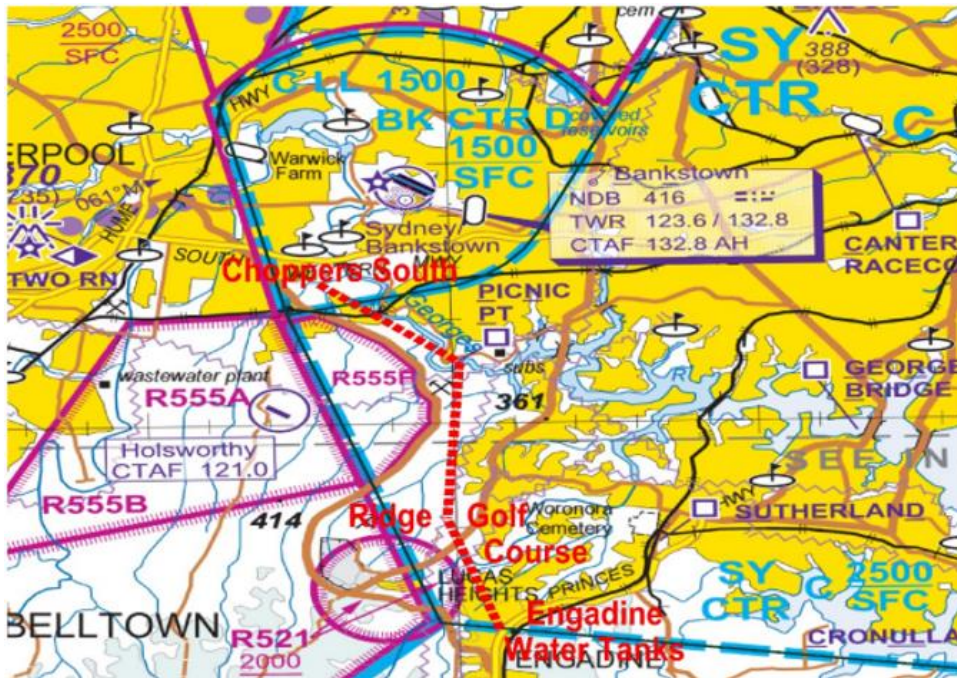
Class C (Base 1'500ft AGL)



Parallel projects

- Project Status
- Flight Paths
- Safety Assessments
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Engadine Corridor



Declaration of DA (FTA)

