



# Western Sydney International (Nancy-Bird Walton) Airport - Final Environment Impact Statement

## Frequently Asked Questions

### Are these the final flight paths for WSI?

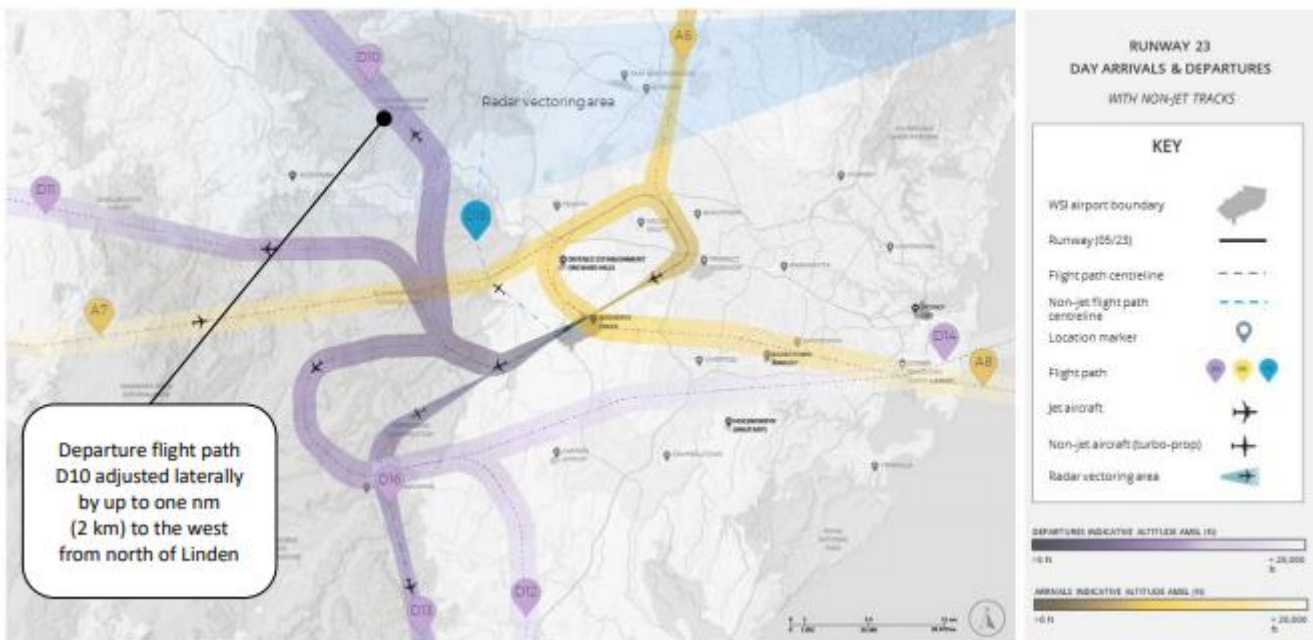
- WSI's preliminary flight paths remain subject to final approval by the Minister for Infrastructure, Transport, Regional Development and Local Government.
- What will happen now is, in accordance with the *Environment Protection Biodiversity and Conservation Act 1999* (Cth) (EPBC Act), the final Environmental Impact Statement will be considered by the Minister for the Environment and Water.
- The Minister for the Environment and Water will provide advice under the EPBC Act on whether the flight paths should be authorised and, if so, whether any conditions should be attached to the authorisation.
- The Minister for Infrastructure, Transport, Regional Development and Local Government will carefully consider the final EIS, the Minister for the Environment and Water's advice once received, and the department's advice in deciding whether to approve the flight paths.

### What are the changes to the flight paths that were previously released in the draft EIS?

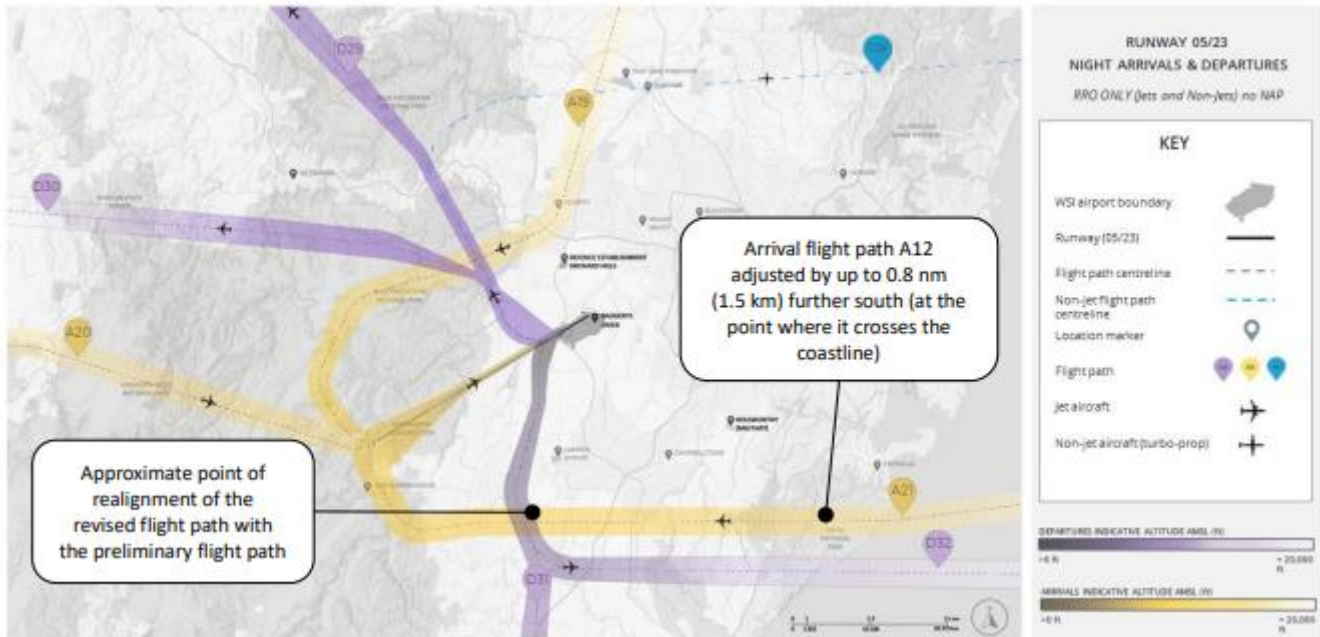
- Of the five changes to the preliminary flight paths, four relate to night time operations. The fifth is the slight adjustment of a daytime flight path. The changes are set out below.
- Change 1 - Runway 23 Departure Northeast Night (RRO) Removal & Reallocation:
  - This change would remove the Runway 23 Departure Northeast Night (RRO) flight path for jets and reallocate those aircraft to the flight path southeast of WSI (the Runway 23 Departure Southeast Night (RRO) flight path).
- Change 2 – Reciprocal Runway Operations Noise Abatement Procedure (RRO-NAP):
  - When RRO mode is in use and when traffic permits, jet aircraft departing WSI to destinations in the north, north-west and west would be kept on runway heading longer until clear of Silverdale, before being processed by air traffic control to their destinations.
  - Together, changes one and two are expected to reduce departure overflights near Linden by approximately 50 percent when RRO is in use.

Note: changes 1 and 2 were announced on 2 August 2024, and a brochure on these changes is available at: [https://www.wsiflightpaths.gov.au/pdf-documents/Flight\\_path\\_proposals\\_for\\_night\\_time\\_procedures-2-aug-2024.pdf](https://www.wsiflightpaths.gov.au/pdf-documents/Flight_path_proposals_for_night_time_procedures-2-aug-2024.pdf)

- Change 3 - Runway 23 Departure North Day Realignment
  - This change would realign a section of preliminary flight path Runway 23 Departure North Day further away from the Mt Tomah, Mt Wilson and Mt Irvine areas. The new flight path would be located to the south and west of the preliminary flight path presented in the Draft EIS and, at the widest point of realignment, be up to around one nm (2 km) further west than the preliminary flight path presented in the Draft EIS.



- Change 4 - Runway 05 Arrival (RNP) North Night Removal:
  - This change would remove the Required Navigation Performance – Approval Required (RNP AR) preliminary flight path Runway 05 Arrival (RNP) North Night during night time periods. Flights would instead utilise the Runway 05 Arrival North Night flight path.
  - The removal of this flight path at night would result in aircraft flying near Linden and Woodford at a height of around 12,000 ft (3.7 km) rather than around 5,000 ft (1.5 km).
- Change 5 - Runway 05 Arrival East Night Realignment:
  - The proposed change would move the Runway 05 Arrival East Night flight path that approaches the airport from the east, around 0.8 nm (1.5 km) further south at the point where it crosses the coastline south of Bundeena. Arriving aircraft at the point south of Bundeena would be at an altitude around 15,000 ft (4.5 km).



- The department has developed these changes in response to submissions received on the preliminary flight paths during the public exhibition.

#### How did these changes come about?

- The department received 8477 submissions on the draft EIS.
- Of the submissions received, 680 submissions suggested specific changes to the preliminary flight paths and around 300 were subject to detailed technical assessment.
- Following the detailed assessment by the airspace designers of all submissions that proposed specific technical changes to the preliminary flight paths, five of these suggested changes were considered operationally feasible and taking into account the airspace design principles and conditions set out in the Western Sydney Airport Plan.

#### What environmental conditions will be imposed on the flight paths?

- Environmental considerations have been integrated into the design, and thorough assessments have been conducted to identify and mitigate potential environmental effects.
- The Minister for the Environment and Water will provide advice under the EPBC Act on whether the flight paths should be authorised and, if so, whether any conditions should be attached to the authorisation.
- The Minister for Infrastructure, Transport, Regional Development and Local Government will carefully consider the final EIS, the Minister for the Environment and Water's advice once received, and the department's advice in deciding whether to approve the flight paths.

#### Has the eligibility been expanded for the Noise Insulation and Property Acquisition policy?

- The eligibility area and the number of eligible properties will be increased to take into account natural boundaries, such as green spaces, waterways and hills and ridges.
- Feedback in submissions and from meetings with impacted landowners included suggestions on natural boundaries, which will be considered in determining the final eligibility area.

### **When will the noise insulation program commence?**

- Should the preliminary flight paths be approved, the Noise Insulation and Property Acquisition (NIPA) Program will commence in mid-2025.
- The guidelines for the NIPA Program are on track to be released by early 2025. The program guidelines will set out how the program will be delivered and include details of the program eligibility area.

### **When will the final eligibility maps for the noise insulation program be released?**

- Details of the eligibility area for the noise insulation program will be available when the NIPA Program guidelines are released by early 2025.

### **Will the Government require the Reciprocal Runway Operations mode to be used at night?**

- The Western Sydney Airport Plan states that the use of Reciprocal Runway Operations from the south-west, when safe to do so, would be an important preferred option for managing aircraft noise at night.
- The final EIS includes an assessment of the impacts of Reciprocal Runway Operations, which notes that it would impact the least amount of residences at night.
- Release of the final EIS does not mean that the flight paths, including use of particular runway modes, have been approved.

### **Will the flight paths be reviewed later? What opportunities are there for future consultation on the flight paths?**

- There will be opportunities in the future for people to have their say on the flight paths, including after WSI's opening.
- The EIS also includes a mitigation measure for Airservices Australia to undertake a post-implementation review of the flight path design and implementation.

### **Will there be additional noise monitoring in the Greater Blue Mountains Area?**

- The EIS sets out proposed monitoring programs, which include a measure for Airservices Australia to install a system of permanent and temporary noise monitoring terminals at suitable locations to provide accurate noise monitoring data.
- The Minister for the Environment and Water's advice on the final EIS will advise whether the flight paths should be approved and any conditions that should be attached to the approval. This will then be considered closely by the Minister for Infrastructure, Transport, Regional Development and Local Government in deciding whether to approve the flight paths.

### **Are you concerned that the flight paths will not be ready in time for WSI opening in 2026?**

- The flight paths for WSI remain on track to be ready for the opening of the airport by late 2026.

### **Many submissions to the draft EIS called for a curfew at WSI. Will a curfew be put in place?**

- WSI has always been planned to operate on a curfew-free basis.
- WSI's operation on a curfew-free basis was considered and approved in 2016 as part of the EIS for the stage 1 development of the airport.
- Curfew free operations will enable the airport to deliver more jobs and economic benefits to Western Sydney.

### **What is the purpose of the environment assessment process?**

- The EIS process is an important regulatory step in determining WSI's flight paths. The department has prepared the EIS in accordance with the requirements of the EPBC Act and guidelines issued by the Minister for the Environment and Water.
- Community feedback has been a critical element to ensuring we deliver an airport while balancing the needs of the community, environment, industry and users of the Sydney Basin airspace.
- The inclusion of changes to the flight paths in the final EIS is tangible evidence of the government's commitment to listen and respond to community feedback.
- The Submissions Report that has been published with the final EIS, contains summaries and responses to the issues raised in submissions.
- The Submissions Report also includes consideration of feedback on the two flight path proposals that it consulted on in August 2024.