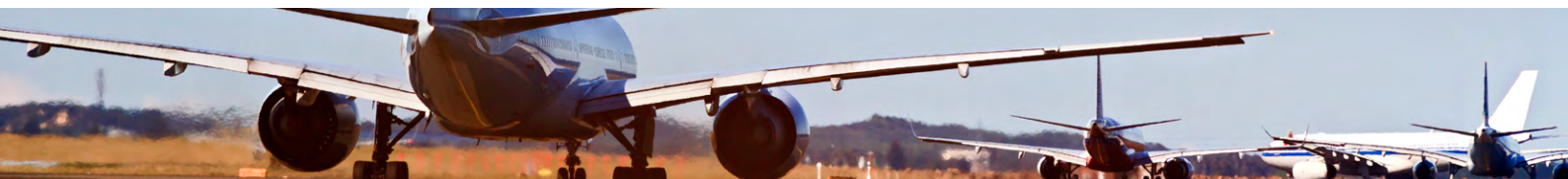


Western Sydney International (Nancy-Bird Walton) Airport

Changes required to flight paths for other airports



The new Western Sydney International (Nancy-Bird Walton) Airport (WSI) is set to open for domestic and international travellers, and freight by late 2026.

The draft Environmental Impact Statement (EIS) for the preliminary flight paths for WSI is now on public exhibition. The draft EIS examines the impact of the proposed flight paths on the environment and the community. The public is invited to make submissions on the draft EIS by visiting wsiflightpaths.gov.au/make-a-submission.

Why are other flight paths changing?

The introduction of new flight paths for WSI means some flight paths for other airports in the Sydney region need to be altered. These changes are required to integrate WSI into the already busy and complex airspace arrangements in the Sydney area, in order to maintain the safety of all aircraft operations. These changes have been minimised where possible.

The flight path changes are called 'facilitated changes' in the draft EIS, as they are required to facilitate the introduction of WSI into Sydney's airspace. The changes will alter some existing flight paths, and see the introduction of some new traffic management procedures, at Sydney (Kingsford Smith) Airport, Bankstown Airport, Camden Airport and the Royal Australian Air Force (RAAF) Base in Richmond. Changes will also be made to the lower-level airspace that smaller general aviation aircraft use.






Have your say

You can have your say on the preliminary flight paths and draft EIS by making a submission.

Submissions can be provided:

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

Find out more

-  Visit the **Aircraft Overflight Noise Tool** to view the preliminary flight paths in more detail at wsiflightpaths.gov.au
-  View the draft EIS and project information on our Online Community Portal: wsiflightpaths.gov.au
-  Email us your questions at wsiflightpaths@infrastructure.gov.au
-  Call us on 1800 038 160
-  Attend our Community Information and Feedback Sessions to find out more and speak to a member of our team
You can register to attend via wsiflightpaths.gov.au/visit-us



Scan this QR code to access our Online Community Portal.

Sydney region airspace

The existing airspace in the Sydney region is the most complex and busiest in Australia and is one of the main factors influencing the design of the new flight paths for WSI. In 2019 there were more than 700,000 annual air traffic movements in the Sydney region airspace. The number and location of these aircraft movements play a big part in determining where aircraft arriving to and from WSI will be able to travel. Figure 1 illustrates this complexity and shows actual arrival and departure flight tracks for aircraft using all airports in the Sydney region, over a typical one week period in 2019.

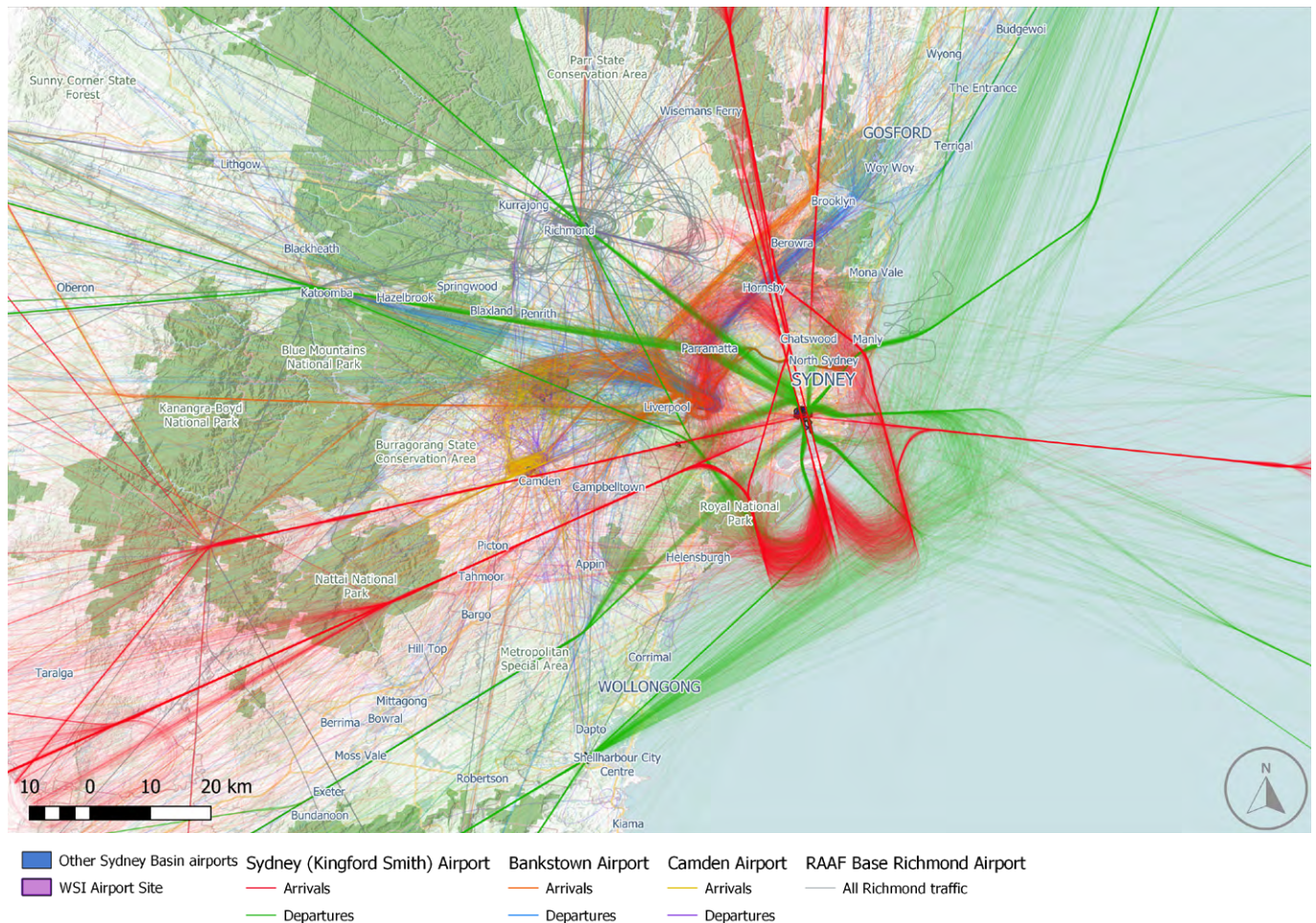


Figure 1 Sydney Basin airspace with one week of flight track movement activity in 2019

Image credit: WSI Airspace and flight path design draft EIS – Part A

What changes are being made?

Changes are being made to some of the arrival and departure flight paths that service the following airports:

- Sydney (Kingsford Smith) Airport
- Bankstown Airport
- Camden Airport
- RAAF Base Richmond

These include:

- changes to the localities that aircraft will fly over
- changes to the spread of operations on some flight paths which, in some cases, will result in a change to the frequency of aircraft operations over particular areas
- changes to how aircraft on some flight paths will need to operate, which will result in some aircraft overflying certain locations at a different altitude than current operations
- changes to the airspace used for light aircraft flying training, which may result in a change in the locations of aircraft conducting these activities.

Sydney (Kingsford Smith) Airport – key flight path changes

Sydney (Kingsford Smith) Airport is located 45 km to the east of WSI.

To safely introduce new flight paths at WSI, a small number of Sydney Airport's existing flight paths need to be altered to ensure air safety requirements, and to ensure that separation standards between aircraft using both airports, can be maintained.

The key proposed changes to Sydney Airport flight paths are described in this brochure. Further information on these changes, and other smaller proposed changes to Sydney Airport flight procedures are included in Chapters 8 and 21 of the draft EIS, which can be viewed online at wsiflightpaths.gov.au.



Visit the Aircraft Overflight Noise Tool via wsiflightpaths.gov.au to explore these flight path changes in more detail and see modelled noise impacts.



Photo credit: Sydney Airport

Figure 2 Sydney (Kingsford Smith) Airport

What about Sydney Airport's noise sharing arrangements?

Avoiding changes to Sydney Airport's existing noise sharing arrangements is one of the 12 Airspace Design Principles, set out in the Airport Plan for WSI, that have been used to guide the development of WSI's preliminary flight paths.

While some relatively minor changes are being made to individual flight paths to maintain the safety of aircraft operations, these changes will not affect the existing noise sharing arrangements for Sydney Airport. These are sometimes referred to as the Long Term Operating Plan (LTOP). The LTOP sets how the different runway modes at Sydney Airport are used to share noise impacts, and all runway modes will continue to be available following the opening of WSI. There are no changes to how these runway modes are selected and operated.

Further information on Sydney Airport's LTOP can be found at sacf.infrastructure.gov.au/ltop.

Changes to Sydney Airport Runway 34L departures

Runway 16R/34L is the longest of the two north-south runways. Runway 34L, where aircraft take-off towards the north, is typically in use approximately 45% of the year.

Runway 34L departure flight paths for aircraft heading to the west, north-west and east need to be altered to maintain separation, both laterally and vertically, with WSI flight paths. Departures from Runway 34R do not need to be changed.

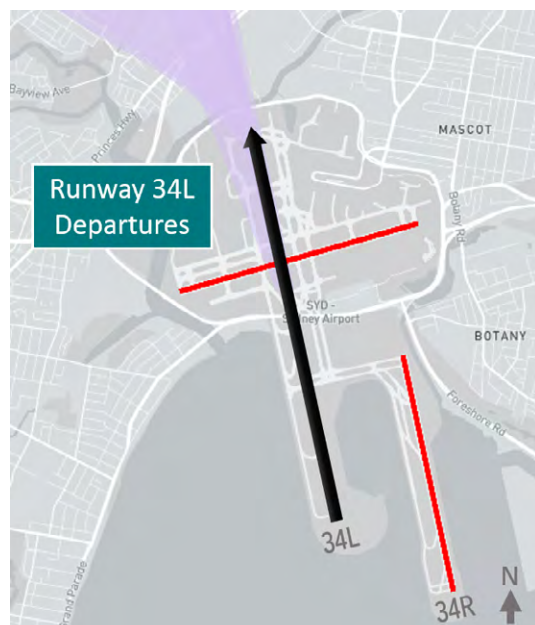


Figure 3 Sydney Airport Runway 34L

Runway 34L	Departures to the west	Departures to the north	Departures to the east
Current track	<p>From Sydney Airport to Katoomba via Granville and Eastern Creek.</p> <p>From Sydney Airport to the south 1-2 aircraft per day use the southbound track, turning left at Granville to fly over Liverpool.</p>	<p>From Sydney Airport to Richmond via Petersham, Olympic Park and Bella Vista.</p>	<p>From Sydney Airport to near Narrabeen via Petersham and Olympic Park, before turning to the east/north-east to track towards the coast. Aircraft on this route fly a wide variety of tracks over the Northern Beaches area, based on the instructions given by air traffic control (known as radar vectoring).</p>
Proposed track	<p>Aircraft will continue to fly the same westbound track to the west (towards Katoomba). To maintain separation with WSI flight paths, aircraft will be more concentrated on the track centreline, rather than being spread out. Southbound aircraft will fly further west before turning left near Glenbrook.</p>	<p>Aircraft will continue to fly the same north-west track to Richmond. To maintain separation with WSI flight paths, aircraft will be more concentrated on the track centreline, rather than being spread out.</p>	<p>Aircraft will initially track further to the west, following the current Runway 34L flight path to Katoomba, over Burwood and Parramatta, before turning to the east/north-east. Importantly, air traffic control will continue to use radar vectoring over the Northern Beaches area whenever possible.</p>
Usage	<p>Based on historical data, approximately 80 aircraft movements to the west are expected on a representative busy weekday, whenever Runway 34L is being used. 1-2 aircraft per day will continue to use revised southern track.</p>	<p>Approximately 47 aircraft movements to the north are expected on a representative busy weekday, whenever Runway 34L is being used.</p>	<p>Approximately 30 aircraft movements to the east are expected on a representative busy weekday, whenever Runway 34L is being used.</p>
Typical altitudes	<p>Typical aircraft altitudes will be similar to current operations, with some new fixed requirements. Aircraft will be above 5,000 ft at Parramatta, and above 10,000 ft at Lapstone.</p>	<p>Typical aircraft altitudes will be similar to current operations, with some new fixed requirements. Aircraft will be between 6,000 ft to 11,000 ft near The Ponds.</p>	<p>Aircraft will be between 6,000 ft to 11,000 ft near Kellyville and above 10,000 ft near Dural.</p>

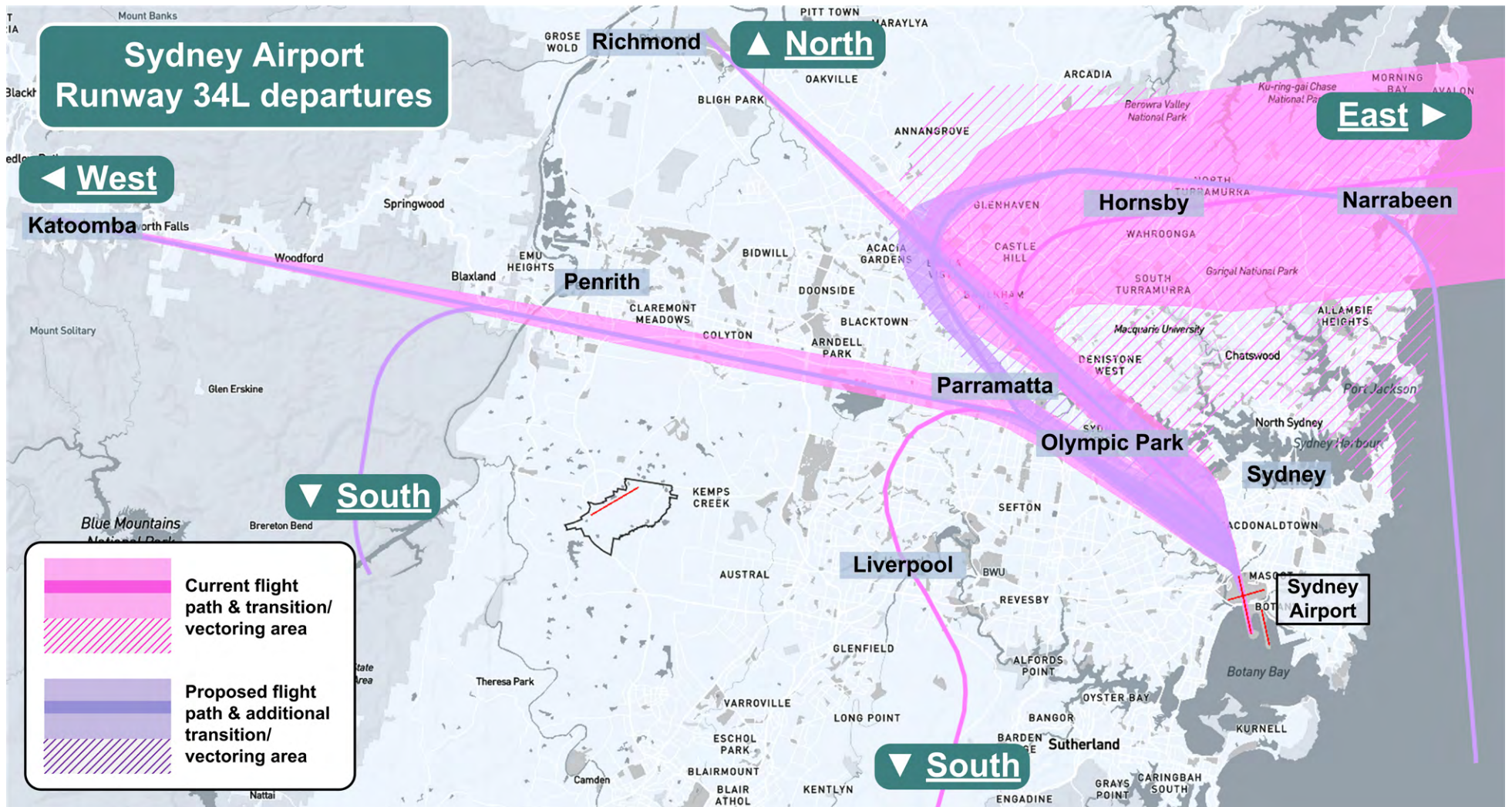


Figure 4 Sydney Airport Runway 34L departure flight paths

Changes to Sydney Airport Runway 25 departures

Runway 07/25 is the east-west runway and is used much less than the north-south runways. Runway 25, where aircraft take-off towards the west, is typically in use for less than 4% of the year, either due to wind conditions or for noise sharing under LTOP.

Runway 25 jet departure flight paths for aircraft heading to the west (via Katoomba), north-west (via Richmond) and east (via the Northern Beaches) need to be altered to maintain separation, both laterally and vertically, with WSI flight paths. Jet departures from Runway 25 towards the south remain clear of any WSI flight paths and do not need to be changed.

Runway 25 departure flight paths are shown in Figure 6.

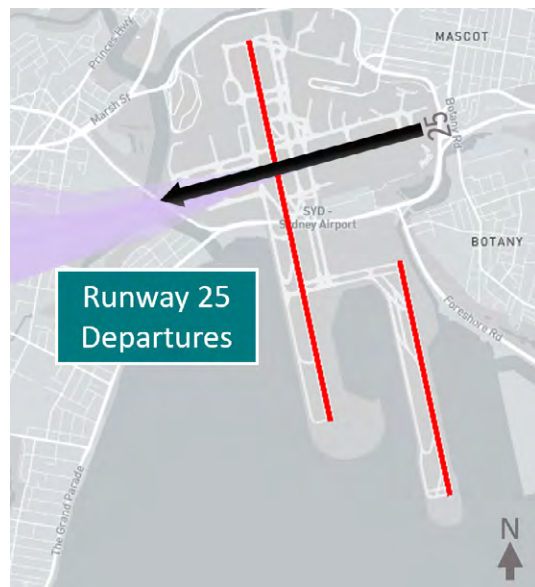


Figure 5 – Sydney Airport Runway 25

Runway 25	Departures to the west	Departures to the north-west	Departures to the east
Current track	From Sydney Airport to Katoomba via Mortdale and Alford's Point, before turning to the north-west to fly over Casula and the WSI site at Badgerys Creek.	From Sydney Airport to Richmond via Mortdale and Alford's Point, before turning north to fly over Liverpool, Eastern Creek and Marsden Park.	From Sydney Airport to near Narrabeen via Belmore and Lidcombe and Parramatta, before turning to the north-east to fly to Pymble. Aircraft on this route are spread over a wide area, based on the instructions given by air traffic control (known as radar vectoring).
Proposed track	Aircraft will turn right at 1,500 ft to climb over Belmore and Lidcombe, following the path currently used for aircraft departing to the East. At Granville, aircraft will then turn West to align with an existing flight path to fly over Eastern Creek, St Clair and South Penrith before reaching Katoomba.	Aircraft will turn right at 1,500 ft to climb over Belmore and Lidcombe, following the path currently used for aircraft departing to the East. Aircraft will continue tracking towards Parramatta, Parklea and Tallawong. At Tallawong aircraft will turn slightly left to align with an existing flight path to track directly towards Richmond.	Aircraft will turn right at 1,500 ft to climb over Belmore and Lidcombe, following the path currently used for aircraft departing to the East. Aircraft will continue past Parramatta, before turning east towards the coast when clear of WSI aircraft. Importantly, air traffic control will continue to use radar vectoring over the Northern Beaches area whenever possible.
Usage	Approximately 47 aircraft movements to the west are expected on a representative busy weekday, whenever Runway 25 is being used (which is approximately 4% of the time).	Approximately 25 aircraft movements to the north are expected on a representative busy weekday, whenever Runway 25 is being used (which is approximately 4% of the time).	Approximately 96 aircraft movements to the east are expected on a representative busy weekday, whenever Runway 25 is being used (which is approximately 4% of the time).
Typical altitudes	Aircraft will turn right after take-off when they reach an altitude of 1,500 ft. Aircraft will be above 5,000 ft at Greystanes, and above 10,000 ft at Lapstone.	Aircraft will turn right after take-off when they reach an altitude of 1,500 ft. Aircraft will be between 6,000 ft to 11,000 ft near The Ponds.	Aircraft will turn right after take-off when they reach an altitude of 1,500 ft. Aircraft will be between 6,000-11,000 ft when they turn near Kellyville.

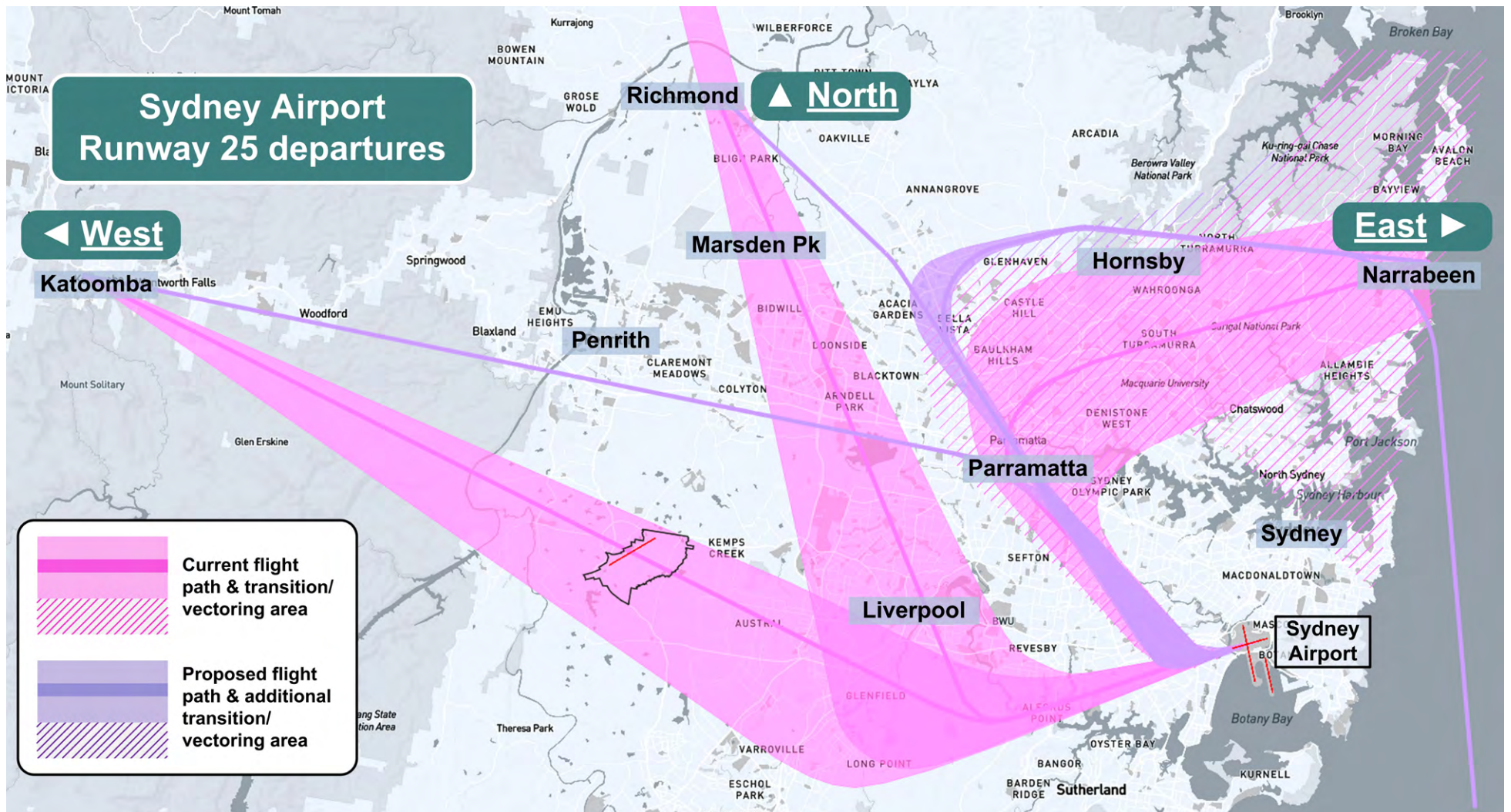


Figure 6 – Sydney Airport Runway 25 departure flight paths

Note: Existing (unchanged) Runway 25 southern departures are not depicted.

Bankstown Airport – key flight path changes

Bankstown Airport handles a range of small single or twin-engined piston aircraft, some larger turbo-prop or jet aircraft, and helicopters. Around 145 flights per day operate under instrument flight conditions – that is, in all weather conditions, under the direction of air traffic control.

To safely introduce new flight paths at WSI, a small number of Bankstown Airport’s existing instrument flight paths need to be altered to ensure air safety requirements, and to ensure that separation standards between aircraft using both airports, can be maintained.

The way in which the smaller general aviation aircraft operate around Bankstown will also change, this is described on the next page. Further information on these changes are included in Chapters 8 and 21 of the draft EIS, which can be viewed online at wsiflightpaths.gov.au.

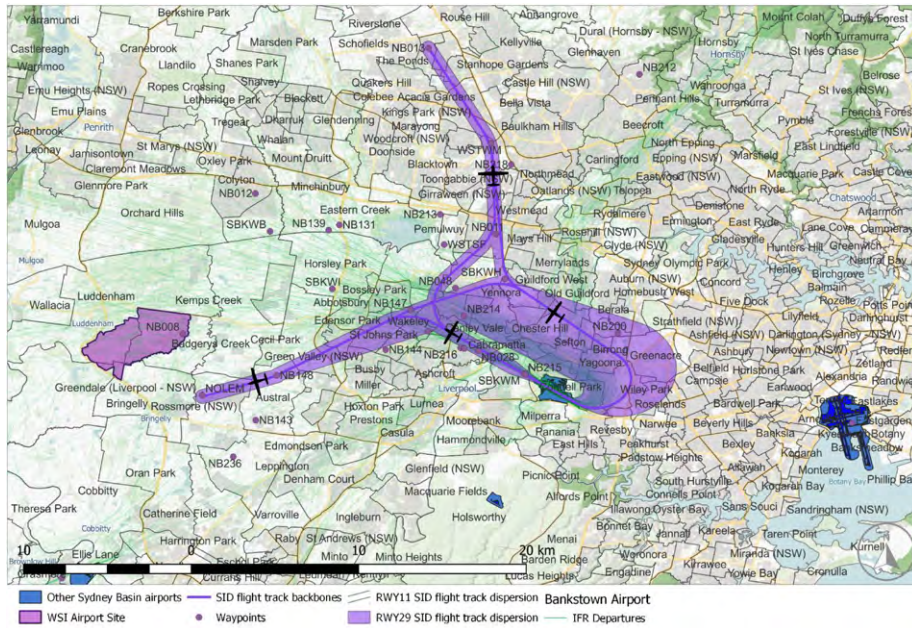


Figure 7 Bankstown Airport departure flight paths
Image credit: WSI Airspace and flight path design draft EIS – Chapter 21

Bankstown instrument arrivals and departures	
Current track	Aircraft generally fly varied tracks on instrument arrival and departure, at the direction of air traffic control.
Proposed track	Instrument arrival and departure tracks will be formalised into standard flight path procedures. This means that some areas will experience more aircraft overflights.
Usage	Approximately 145 instrument arrival and departures are expected on a representative busy weekday (38 larger turbo-prop or jet aircraft, with the remainder being training or general aviation aircraft).
Typical altitudes	Instrument arrivals and departures from Bankstown would typically operate at lower altitudes, between 1,500 and 3,000 ft over Western Sydney.

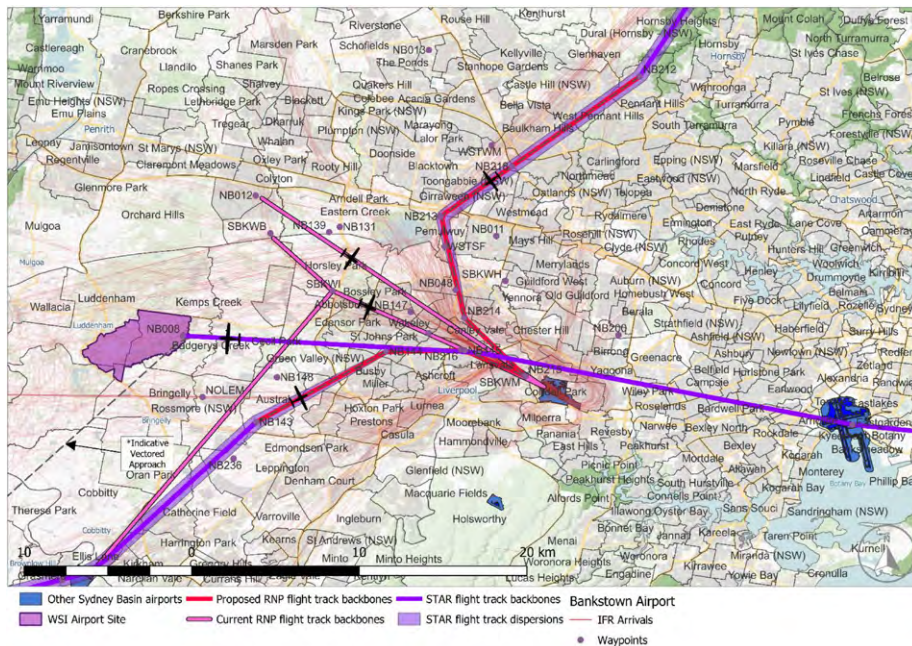


Figure 8 Bankstown Airport arrival flight paths
Image credit: WSI Airspace and flight path design draft EIS – Chapter 21

Other airport and airspace changes

RAAF Base Richmond

RAAF Base Richmond is an Australian Defence Force facility located 34 km north of WSI. Aircraft operate between Richmond and many Australian military bases and also civil domestic and international locations. The numbers of military aircraft operating into and out of Richmond varies depending on Defence operational needs, but on average is 20-30 each weekday.

Some Richmond arrival and approach procedures will need to be altered to ensure future separation with aircraft using WSI. Further information on these changes are included in Chapters 8 and 21 of the draft EIS, which can be viewed online at [wsiflightpaths.gov.au](https://www.wsiflightpaths.gov.au).

Low-level military aircraft operations within 20 kilometres of Richmond will continue unchanged. There will also be no change to priority firefighting and water bombing operations operated by NSW Rural Fire Service aircraft based at Richmond.



Camden Airport

On a typical busy day in 2019, about 120 aircraft operated at Camden. 93% of these operated under visual flight rules, while the remainder operated under instrument flight procedures.

Instrument arrival tracks will be formalised into standard flight path procedures for aircraft approaching Camden Airport from the west, north and east. This means that some areas will experience more aircraft overflights. These arrival procedures would generally mirror the new Bankstown arrival procedures. Further information on these changes are included in Chapters 8 and 21 of the draft EIS, which can be viewed online at [wsiflightpaths.gov.au](https://www.wsiflightpaths.gov.au).

The way in which the smaller general aviation aircraft operate around Camden will also change, and this is described in the section below.

Visual flight rule aircraft changes

Many types of aircraft fly in uncontrolled airspace in the Sydney area, including helicopters, parachute operations, emergency services, flying training and private general aviation. These aircraft are generally smaller, single or twin-engine propeller aircraft operating in visual conditions under the Visual Flight Rules. This means they will generally only operate in good weather conditions, under the criteria established by the Civil Aviation Safety Authority.

The introduction of WSI and its associated controlled airspace will impact the ability of these types of aircraft to operate in the same way they do today. For example, the designated flying training areas currently located above the WSI site at Badgerys Creek will not be available when operations at WSI commence.

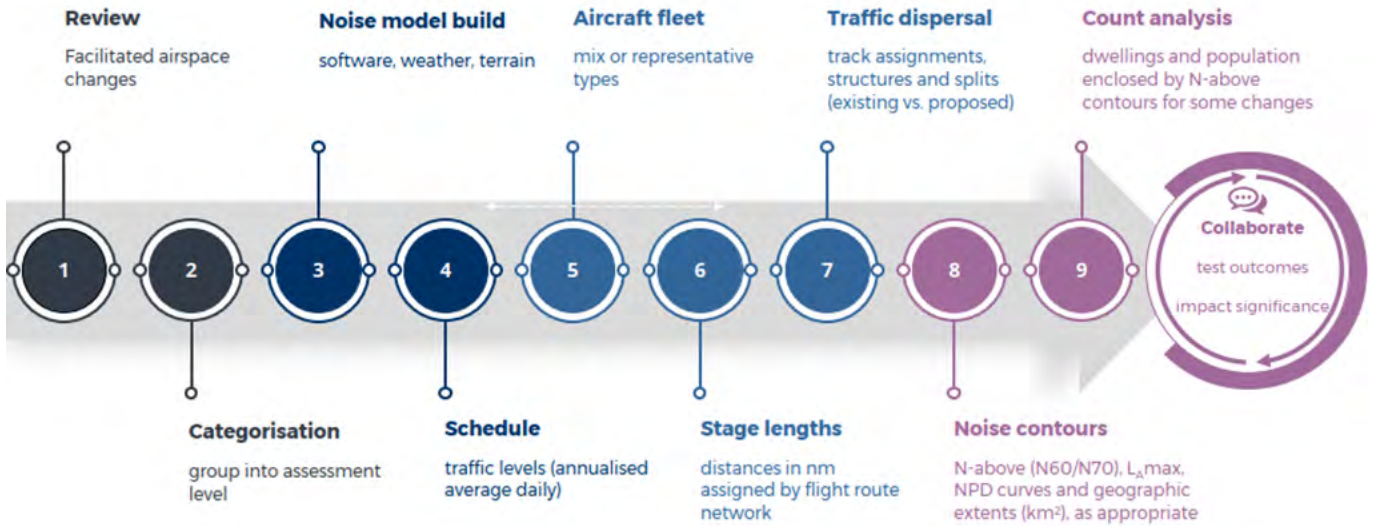
The introduction of additional controlled airspace to support WSI will also decrease the airspace available for general aviation operations. Some lower level entry and exit routes for general aviation aircraft using Bankstown and Camden Airports will need to be altered to accommodate the WSI airspace.

The draft EIS includes further information on the proposed changes that will be needed to support continued general aviation and visual flying operations in the Sydney area airspace, please see Chapters 8 and 21 of the draft EIS.

How have the impacts of these changes been assessed?

The potential noise, visual and emission impacts of the changes have been assessed in the draft EIS. The general approach to the assessment is outlined in Figure 9. Changes that are considered complex have been subject to a quantitative assessment of the before and after noise impacts. The modelled noise impacts can also be viewed in the Aircraft Overflight Noise Tool. Other less complex changes, such as aircraft already at high altitudes, have been subject to a qualitative assessment process so as to give an indication of the noise where it is expected to be of low or negligible impact

Figure 9 Approach to the facilitated changes assessment
 Image credit: WSI Airspace and flight path design draft EIS – Chapter 21



How can I learn more about the changes?

Visit the WSI Aircraft Overflight Noise Tool to view the Sydney and Bankstown Airport flight path changes in more detail at wsiflightpaths.gov.au.

Information on all the flight path and airspace changes is contained in the draft EIS and the associated technical papers, which can be viewed online at wsiflightpaths.gov.au/digital-draft-eis

You can attend a Community Information and Feedback Session to find out more and speak to a member of our team. Information sessions are being held in locations across Sydney that are predicted to be impacted by the preliminary WSI flight paths and other flight path and airspace changes. Information session details are at wsiflightpaths.gov.au/visit-us.

When will these changes be made?

Changes to airspace arrangements for other Sydney airports will be made in the months before aviation operations at WSI commence in order to safely manage the introduction of the new airspace and flight paths.



Next steps



Use the [Aircraft Overflight Noise Tool](#) at wsiflightpaths.gov.au to view preliminary WSI flight paths and how they are likely to affect specific addresses or places of interest.



Go to the WSI airspace and flight path design [Online Community Portal](#) at wsiflightpaths.gov.au to view the draft EIS and for more information on the draft EIS process, flight path design process, videos and details of upcoming community engagement events.



View the draft noise insulation and property acquisition policy and draft EIS on preliminary flight paths on the [Online Community Portal](#) at wsiflightpaths.gov.au, and make a formal submission.



Attend our Community Information and Feedback Sessions to find out more and speak to a member of the team. Visit the [Online Community Portal](#) at wsiflightpaths.gov.au to view upcoming community information events near you. You can also call **1800 038 160** for details of events.

Have your say

If you would like to make a formal submission on the preliminary flight paths and the draft EIS, you can do so via:

- The [Online Community Portal](#) at wsiflightpaths.gov.au
- Email eis.submissions@infrastructure.gov.au
- Mail Attn: WSI Flight Paths Team, GPO Box 594, CANBERRA ACT 2601.

Your feedback will be considered in finalising the EIS.

The final EIS must take account of any comments received during the exhibition period and contain a summary of comments and how comments have been addressed under the *Environment Protection and Biodiversity Conservation Act 1999* (Cth).

The draft EIS is available on the Online Community Portal via wsiflightpaths.gov.au.

If you would like to stay informed about the WSI flight paths and receive notifications about the project, you can sign up for email updates by scanning the QR code.



Find out more



Visit the [Aircraft Overflight Noise Tool](#) to view the preliminary flight paths in more detail at wsiflightpaths.gov.au



View the draft EIS and project information on our [Online Community Portal](#): wsiflightpaths.gov.au



Email us your questions at wsiflightpaths@infrastructure.gov.au



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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 WSI Flight Paths team on **1800 038 160**.

Nếu quý vị cần thông dịch viên, vui lòng gọi cho Dịch vụ Thông Phiên dịch (Translating and Interpreting Service) qua số **131 450** và yêu cầu họ gọi cho đội ngũ phụ trách Đường bay Sân bay Quốc tế Western Sydney (Western Sydney International Airport Flight Paths) qua số **1800 038 160**.

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