

Update No. 37 – 20th November 2023 – What’s the latest!

New Community Group launches Petition

RAWSA has been notified that a new community group called CROWS (Concerned Residents of Western Sydney) has been formed since the release of flight paths for the airport. Yesterday, CROWS launched a petition on change.org to demand a curfew on Western Sydney Airport and noise protections including Aircraft Movement Caps and a Long-Term Operating Plan. The petition demands legislative protections equivalent to the Sydney Airport Curfew Act 1995 and Sydney Airport Demand Management Act 1997, as established for Kingsford Smith Airport.

While not a RAWSA initiative, the petition incorporates important issues common to RAWSA objectives. Therefore we encourage RAWSA members, volunteers and concerned residents to consider signing the petition and sharing it with your network. The link to the petition is <https://chng.it/GvLGDRngvT>

Review of WSA Flight Paths released earlier this year

In the last Newsletter we summarised information from the Federal Government about the Preliminary Flight Paths for the Western Sydney Airport (WSA) project. The Flight Path Maps were released in September. Small images below show the five different Flight Path configurations that Govt. is proposing to implement at WSA, depending on time of day, wind direction and hourly flight numbers. These can be viewed in greater detail at: <https://wsiflightpaths.aerlabs.com/>

When wind direction from a Northerly direction – operating **Day & Evening** from 5:30am to 11:00pm



When wind direction from a Southerly direction – operating **Day & Evening** from 5:30am to 11:00pm



When wind direction from a Northerly direction – operating **Overnight** from 11:00pm to 5:30am



When wind direction from a Southerly direction – operating **Overnight** from 11:00pm to 5:30am



Proposed Flight Paths operating **Overnight** from 11:00pm to 5:30am – but only in calm wind conditions



Not one of the maps can be considered in isolation, because they all must be viewed as having cumulative impacts over a wider area of N.W., Western, S.W. metropolitan areas, as well as the Blue Mountains and Wollondilly.

Note: Any one or all these flight path configurations could operate in any given 24 hour period – dependent upon time of day, wind direction and the number of flights per hour

To assess the true impact of these proposed flight paths and to understand the geographical extent of the proposed Flight Paths, RAWSA created an additional image (not available in the Govt. released Flight Path information), that shows all five configurations overlaid on the one map (below).

Combined Flight Path Map - displaying all 5 Flight Path configurations



Although this map presents a confusing situation, its main purpose is to demonstrate the geographical spread of flight path impacted areas and highlight that these are nominal paths that aircraft might fly. This does not account for the additional flight tracks that aircraft are actually permitted to take by air traffic managers. Some people may have previously seen this image that RAWSA handed out at some of the Govt. info sessions and displayed on Facebook, but is presented here for those who have not yet seen it.

The Environmental Impact Statement (EIS) for WSA Flight Paths has been released

After having to wait more than 7 years for the “Experts” within government to document how resident’s lives would be forever affected, the WSA Flight Path EIS was finally released on 24th October 2023.

While the public has been given till the 31st January 2024 to make a submission, the Dept. of Infrastructure has repeated its usual low act of ensuring the Christmas and New Year period falls within the response and submission timeframe. The 2016 Airport EIS utilised a similar (in the lead up to Christmas) tactic and having pointed out this unfairness to the Minister’s office, RAWSA requested that the Flight Path EIS response period would not suffer the same fate. Whether by omission or commission – here we go again!

However, the Minister’s office did meet our other request that communities be given more than the 6 week response period of the earlier EIS.

The EIS detail is available on-line at: <https://www.wsiflightpaths.gov.au/digital-draft-eis> and is available for public viewing in hard copy form, at most Council Libraries in the area – an initiative that is commendable.

The size of the EIS documentation means that RAWSA will need considerable time to digest the topics of interest, assess the validity or otherwise of conclusions and formulate a detailed submission. There are however a number of conclusions that can be drawn from what we know already. Indisputable facts are that:

- Inherently, aviation is an intrusive industry, the impacts of which, are not subject to adequate, quantified or enforceable control measures;
- Aviation operations within the WSA flight paths affect a wider geographical extent than projected previously;
- WSA flight paths result in additional adverse impacts over more people than first thought;
- Aircraft noise aggravation affects the health, lifestyle and liveability of our people;
- Aircraft toxic emissions add to local pollution levels and contribute to worsening climate extremes;
- Government policy discriminates against our communities through different protection measures applied to WSA compared to those applied to Sydney Airport (KSA), such that:
 - KSA has a night time flight curfew, WSA operates 24/7/365 without respite,
 - KSA has strict conditions on the number of flights per hour, WSA does not,
 - KSA flight paths will continue to pass over our area, WSA flight paths are prevented from reciprocating the *favour* northern, eastern and southern Sydney areas,
 - KSA continues to share its flight path impacts over the vast majority of the Sydney Basin, while WSA flight path impacts are deliberately confined to the western sections of the Sydney Basin, Blue Mountains and Wollondilly.
 - KSA must be managed within a strict operational framework, while WSA Owner or Lessee has an unprecedented level of freedom to set their own operating rules.

What will RAWSA do about WSA Flight Paths?

As stated previously, the EIS documentation is substantial and RAWSA’s response will be limited by the availability of volunteer time to define the topics of greatest concern, consider the EIS conclusions and judge for ourselves, if there is validity of assessment criteria that underpins the EIS documents.

These actions will frame the content of RAWSA’s response to the Flight Path EIS, which will be submitted by the January 31st closing date. Despite this onerous task, RAWSA will also endeavour to highlight (when available), issues that individuals can use progressively, as content for their own submissions.

What can you do about WSA Flight Paths?

Australian history is littered with failed Government policy decisions that have long term social, financial and environmental impacts such as the recent *Robo Debt Recovery* policy etc.

If you agree with RAWSA that the implementation of these WSA Flight Paths and unfair airport operating conditions, will prove to be another policy failure, communities and individuals can take two actions to bring attention to government departments and politicians, that their primary responsibility is to the people, not to pander to the aviation industry:

1. Give immediate feedback, before the lead up to Christmas
2. Throughout January continue to submit your views based on either:
 - a. Your own evaluations of the Flight Paths EIS content; or
 - b. Issues highlighted on Facebook by RAWSA, progressively over the coming weeks.

The main point is that you do not need to be an academic – just put together a few sentences outlining your concerns and viewpoints. The real value is not so much what you put in your submission – it is the fact that you do it. Politicians will do nothing to fix the problems they have created UNLESS they feel threatened by the wave of public opposition.

Ways to submit your opinion on WSA Flight Paths

Submit your views and concerns on the WSA Flight Paths in one or more of the following ways:

Via email to eis.submissions@infrastructure.gov.au
Posted to: WSI flight path team - Department of Infrastructure
 GPO Box 594, Canberra, ACT 2601 Australia

Online - make a simple submission to Dept. of Infrastructure on the issues we already know about, via the submission form at: <https://www.wsiflightpaths.gov.au/make-a-submission> to express your concerns about any one or more, of the following:

- Wanting changes to the proposed flight paths to:
 - lower impacts on your particular area,
 - eliminate environmental impacts on World Heritage Blue Mountains National Parks,
 - share flight paths more equitably over the whole Sydney Basin, as done with Sydney Airport,
- Wanting an 11pm to 6am curfew just like Sydney Airport,
- Wanting hourly flight limits just like Sydney Airport,
- Environmental impacts on natural landscapes and wildlife habitats,
- Toxic jet exhaust adding to local pollution and global climate extremes
- The noise, health and lifestyle impacts of flight paths,
 - Flight Paths extending significantly into and threatening World Heritage Area and affecting main Water Supply at Warragamba,
 - A/C noise disturbance on children at school & home

In addition – it is of critical importance that your concerns also be sent to your Federal Member of Parliament:

Via your MP's Phone, Email or Facebook page.

Member of Parliament Email Contact List

Federal Electotare	MP Surname	Email contact
Chifley	Husic	Ed.Husic.MP@aph.gov.au
Fowler	Le	Dai.Le.MP@aph.gov.au
Greenway	Rowland	Michelle.Rowland.MP@aph.gov.au
Hume	Taylor	Angus.Taylor.MP@aph.gov.au
Lindsay	McIntosh	Melissa.McIntosh.MP@aph.gov.au
Macarthur	Freeland	Mike.Freeland.MP@aph.gov.au
Macquarie	Templeman	Susan.Templeman.MP@aph.gov.au
McMahaon	Bowen	Chris.Bowen.MP@aph.gov.au
Mitchell	Hawke	Alex.Hawke.MP@aph.gov.au
Werriwa	Stanley	Anne.Stanley.MP@aph.gov.au

Summary of Actions

The RAWSA management committee:

- Will formulate and submit a detailed response to the WSA Flight Path EIS on behalf of the wider community.
- Will keep our communities up to date with emerging EIS matters.
- Asks that you commit 10 minutes or so to make a simple submission soon (so that you do not forget as Christmas approaches).
- Asks that after Christmas you make other easy submissions based upon progress RAWSA progressively makes and advises.
- Asks you to consider supporting the new petition available at: <https://chnng.it/GvLGDRngvT>

Minister King has an opportunity to rectify the inequity; of treating the metropolitan East, North and South with flight path sharing, a curfew and flight caps at Sydney Airport; while denying people of the metropolitan West, Blue Mountains and Wollondilly, the same protections.

Our individual and collective submissions can change the Government's Policy decisions by taking these actions.

Nothing changes a politician's mind quicker, than when their own future is threatened by a wave of public opposition and criticism as we saw with the recent Robo Debt debacle!

Regards and stay safe, Trevor Neal

For and on behalf of the RAWSA management committee