



## Environmental impact assessment topics

The draft Environmental Impact Statement (EIS) includes a range of detailed technical studies in accordance with the EIS Guidelines set by the Environment Minister. You can read, review, and provide a submission on these studies, which are outlined in the draft EIS.



### Aircraft hazard & risk

A range of potential hazards associated with the operation of flight paths from WSI were considered, including:

- risks to people and critical infrastructure from aircraft crashes
- risks due to fuel jettisoning
- risks due to objects falling from aircraft
- risks to buildings due to wake vortex
- risks to aircraft due to wildlife strike and meteorological conditions.

**An assessment of potential hazards and risks associated with the project can be found at:**

- Chapter 13 of the draft EIS
- Technical paper 4 (Hazard and risks).

#### Key findings

- Individual risk from aircraft crash was assessed to be 'negligible' or 'slight', and considered to be as low as reasonably practicable.
- Fuel jettisoning is a rare occurrence that has no impact at ground level when conducted in accordance with relevant procedures outlined in Airservices' Manual of Air Traffic Services.



### Air quality and greenhouse gas

Aircraft emissions arise from the operation of the aircraft's main engines and occur during all phases of flight from initial take off through to final approach and landing.

**An assessment of potential air quality and greenhouse gas environmental impacts can be found at:**

- Chapter 12 of the draft EIS
- Technical paper 2 (Air quality)
- Technical paper 3 (Greenhouse gas)

#### Key findings

- The assessment found predicted levels would be below identified thresholds for all assessed air pollutants in 2033, and all pollutants except for particulate matter (very small particles usually found in smoke) and nitrogen dioxide (NO<sub>2</sub>) in 2055.
- These exceedances occur at only a few locations in close proximity to WSI.
- The elevated particulate matter levels are due to existing elevated background levels, with the contribution of WSI flight paths considered insignificant.