

Developing flight paths

The Australian Government is responsible for developing the flight paths for single runway operations to commence at Western Sydney (Nancy-Bird Walton) Airport (WSI) by the end of 2026. We are currently in the preliminary design and environmental assessment phase.

The preliminary flight paths for WSI and the draft Environmental Impact Statement have now been released.

What is an Environmental Impact Statement?

An Environmental Impact Statement (EIS), under the *Commonwealth Environment Protection Biodiversity Conservation Act 1999* (EPBC Act), is a document that details the environmental, social, heritage and economic impacts of a proposed project on the people and area around it.








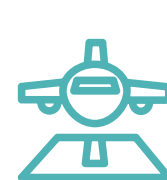




The information outlined in an EIS helps the community and interested parties make informed comments and submissions on the project, for consideration by the regulatory authority as part of the project's approvals process.

The draft EIS:

- provides you with information on the need for the flight path design project, and the project development and alternatives
- presents the likely effects of the proposed flight paths on the natural, social and economic environment
- assesses compliance of the action with principles of Ecologically Sustainable Development as set out in the EPBC Act
- demonstrates how any negative environmental and social impacts can be avoided, managed or mitigated.

12 Airspace Design Principles

The preliminary flight paths for WSI have been designed to operate safely within the existing airspace in Greater Sydney. The design process has followed the 12 Airspace Design principles set out in the Western Sydney Airport Plan.

 Safety is non-negotiable.	 Aircraft arrivals will not converge through a single merge point over any one residential area.
 Overflights of residential areas and noise sensitive facilities will be avoided to the maximum extent possible.	 Airspace design will consider the impacts of air operations on natural and visually sensitive areas.
 Where flight paths are unable to avoid residential areas: <ul style="list-style-type: none"> • Where possible, these areas should not be overflown by both arriving and departing aircraft. • Noise abatement procedures should be optimised to ensure that residents are impacted as little as possible. 	 The community, aerodrome operators and airspace users will be consulted in determining the final flight paths.
 Procedures will be developed to minimise the impact of night-time aircraft operations on the community while not constraining airport operations.	 Changes to the current noise sharing arrangements at Sydney (Kingsford Smith) Airport will be avoided.
 Noise mitigation measures will be developed.	 Current airspace restrictions, such as those associated with military establishments, will be reviewed to improve efficiency and environmental impacts.
 Arrivals will use a continuous descent approach where possible to reduce noise and greenhouse emissions.	 Ensure land use planning continues to prevent noise sensitive development in the highest noise exposure areas.