

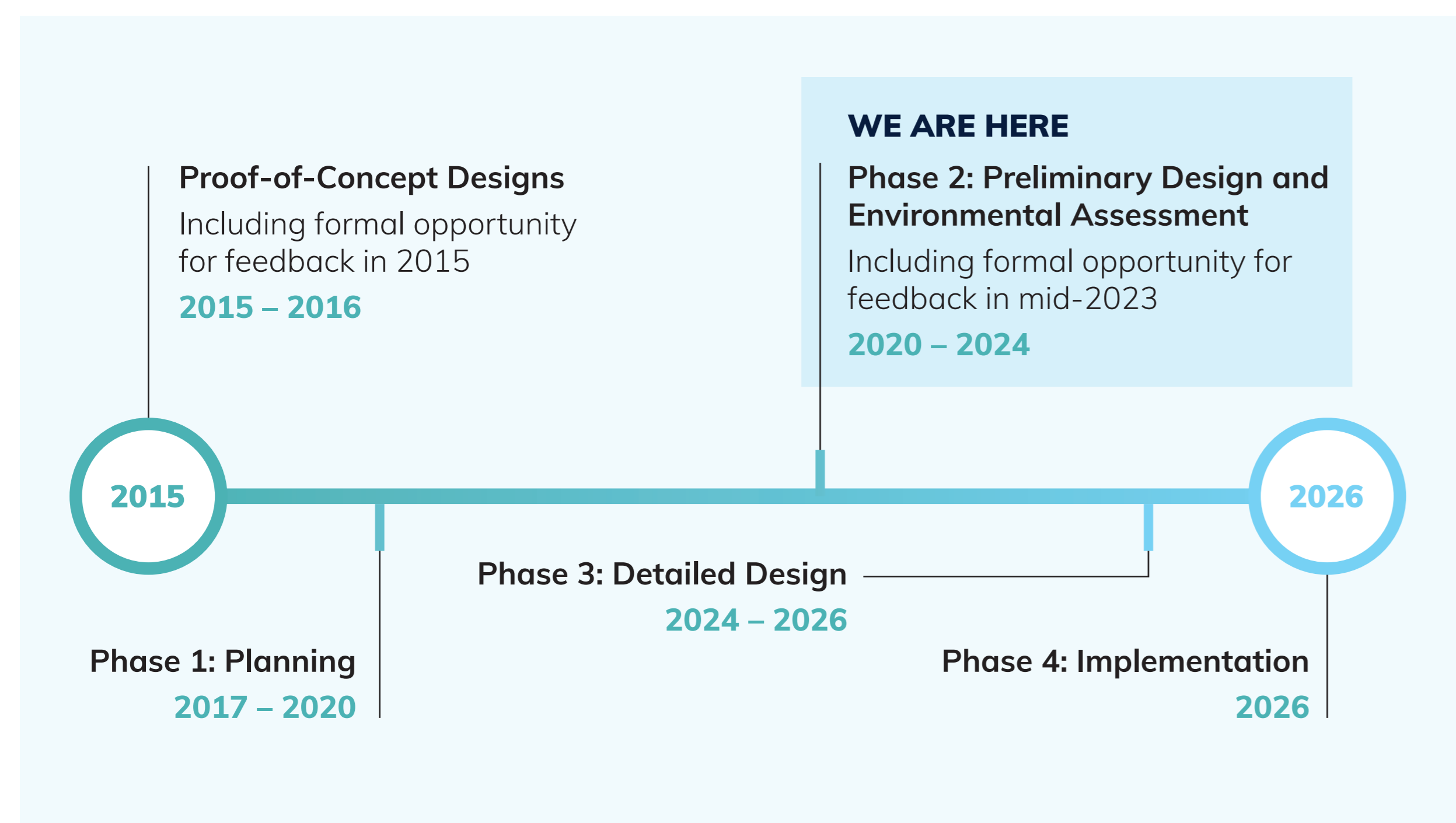


Western Sydney International (Nancy-Bird Walton) Airport

Developing flight paths

The Australian Government is responsible for leading development of the flight paths for single runway operations at Western Sydney International (Nancy-Bird Walton) Airport (WSI) by the end of 2026.

We are currently in the preliminary design and environmental assessment phase, and the next step is for the flight paths to be publicly exhibited for community feedback in mid-2023 as part of a draft Environmental Impact Statement (EIS). We will be seeking feedback from the community during this public exhibition period to guide the final flight path design.



Flight path design process and timeline

12 Airspace Design Principles

In response to feedback received during public exhibition of the draft EIS for the overall WSI Stage 1 Development in 2015, the Western Sydney Airport Plan sets out 12 Airspace Design Principles that the design process is required to follow:

	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.