



Australian Government

**Department of Infrastructure, Transport,
Regional Development, Communications and the Arts**

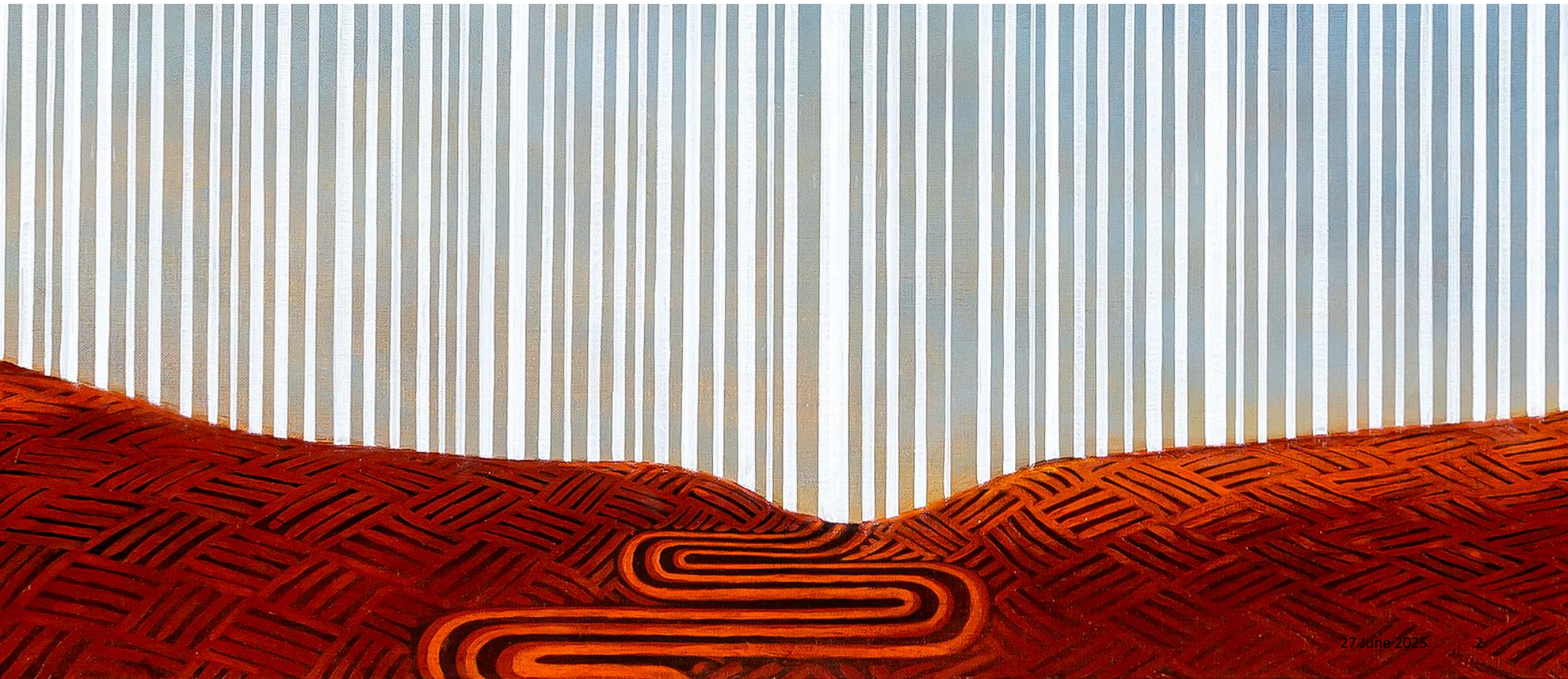
Forum on Western Sydney Airport (FoWSA)

19 June 2025



Acknowledgement of Country

I would like to begin by acknowledging the Traditional Owners and Custodians of the land on which we meet today, and pay my respects to their Elders past, present and emerging. I extend my respect to Aboriginal and Torres Strait Islander people joining us today.



27 June 2025

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Agenda

	Agenda item	Time
1.	Update from Chair and action items	10:00am
2.	Update from the department	10.15
3.	Presentation on Australia's low carbon liquid fuel opportunity	10.30
	<i>Morning tea</i>	<i>10.50</i>
4.	Update from Air Navigation Service Provider	11.00
5.	Update from the Airport Operator	11.20
6.	Other business	11.45
7.	Closing remarks	11.50
8.	Meeting close	12.00 noon

Open action items

Mtg 26	Item No.	Action Item	Response
March 2019	6	Secretariat to consider future presentations to FoWSA on the state of air and water quality in Western Sydney, and on the use of alternative fuels and technologies at WSA, including bioenergy.	Presentation to be provided today by DITRDCA.

Update from the Department

David Jansen

Western Sydney Airport Regulatory Policy Branch

Department of Infrastructure, Transport, Regional Development,
Communications, Sport and the Arts

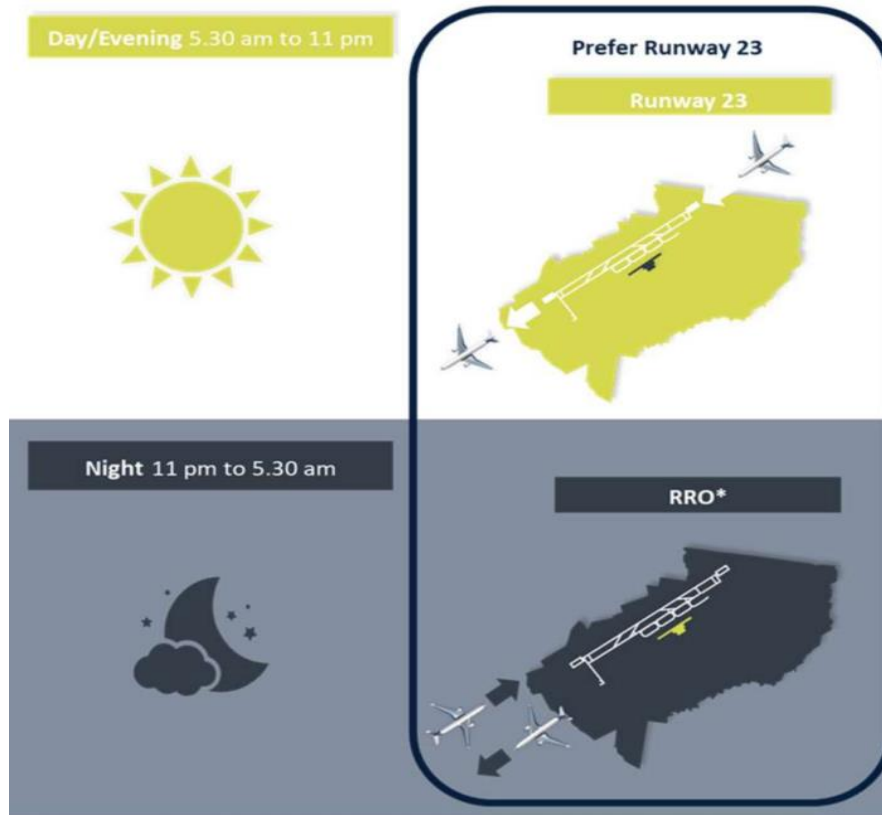


Western Sydney International (Nancy-Bird Walton) Airport Airspace and Flight Path Authorisation

- On 4 June 2025, the Minister for Infrastructure, Transport, Regional Development and Local Government authorised WSI's airspace and flight paths.
- WSI's airspace and flight paths were environmentally assessed in 2023-24, including over 50 in-person community engagement events throughout the Sydney region.
- Flight paths are available in the Environmental Impact Statement published on 7 November 2024, and Noise Tool, both available at www.wsiflightpaths.gov.au
- The Minister also announced operational measures and an Environmental Monitoring Program to mitigate the impact of aircraft operations on Greater Blue Mountains and Western Sydney communities.

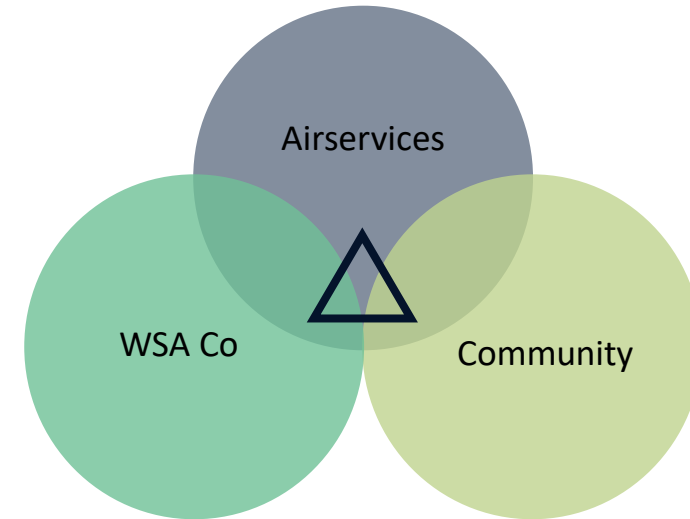
Operational Measures

Default Runway Mode at Night



*Reciprocal Runway Operations (RRO) is only suitable at night when traffic and weather permit

Community Engagement Forum



Airspace specific and time-limited



Community participation and feedback

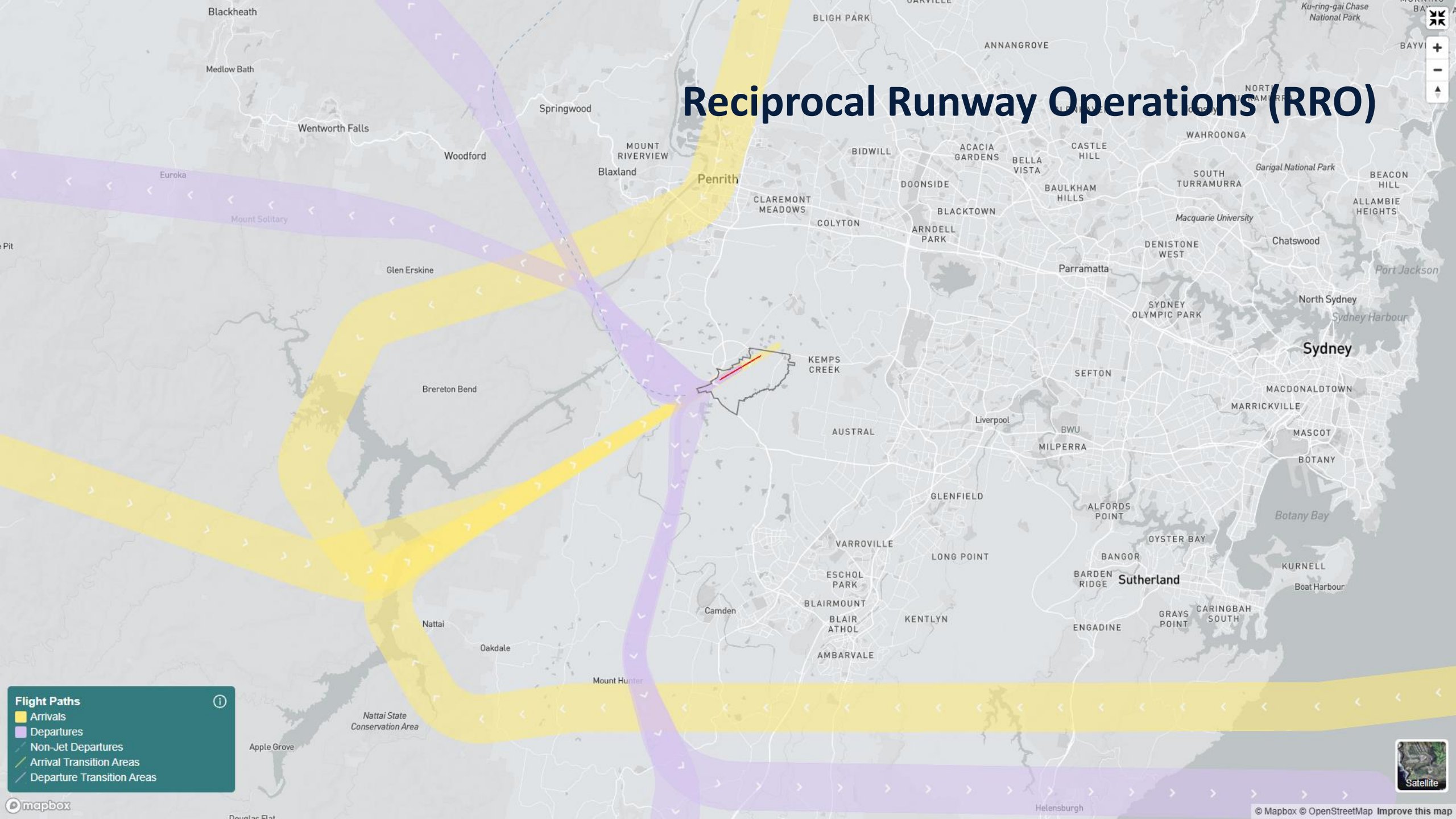


Monitor and review flight paths and Noise Abatement Procedures

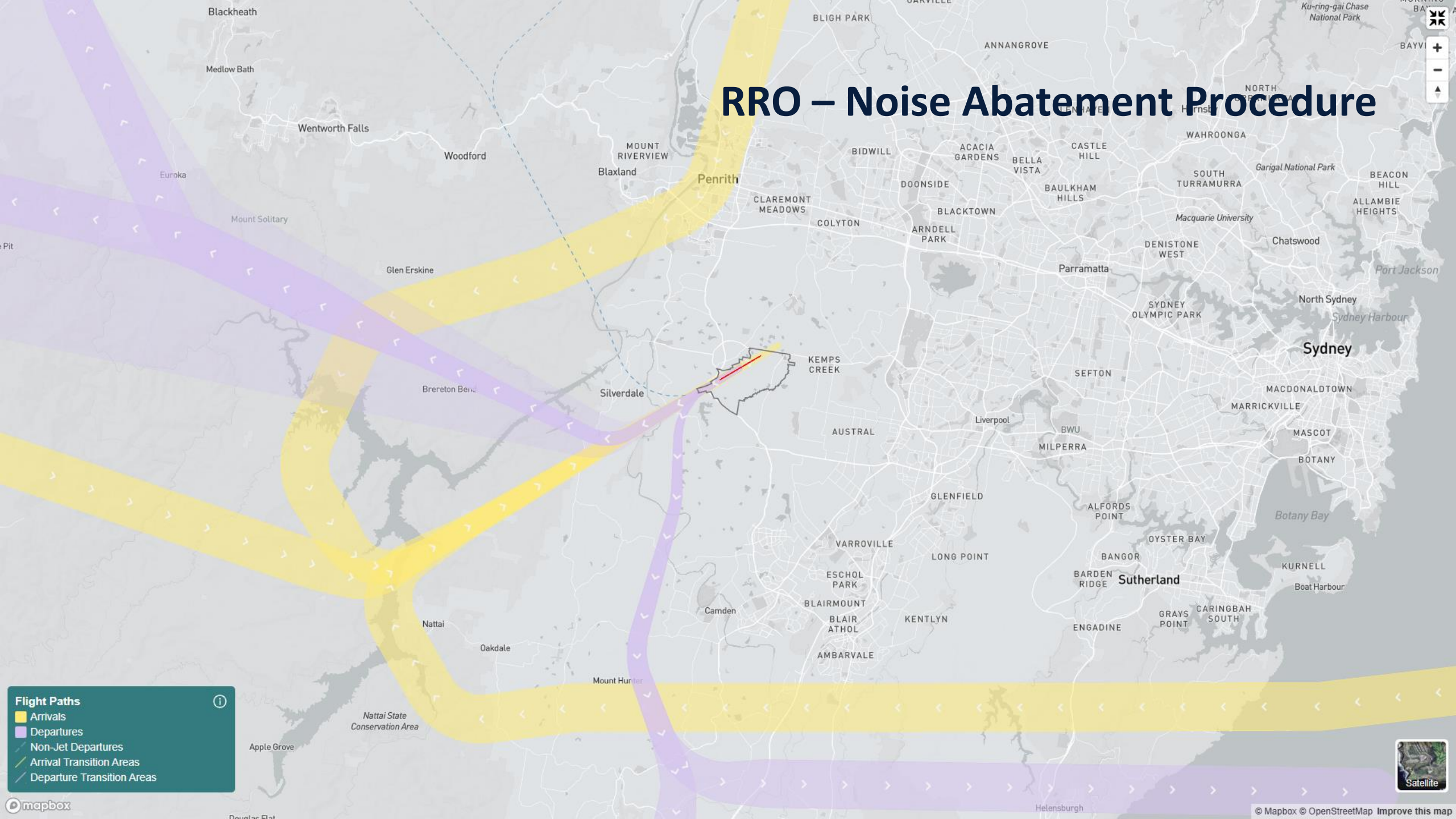


Monitor and review interactions with other Sydney Basin airports

Reciprocal Runway Operations (RRO)



RRO – Noise Abatement Procedure



Satellite

Environmental Monitoring Program

- As a condition of authorisation, WSA Co will implement an Environmental Monitoring Program (EMP) which will:
 - monitor potential impacts of WSI aircraft noise on environmental values such as fauna and First Nations cultural values in the Greater Blue Mountains Area.
 - be prepared by an expert, informed by consultation with First Nations knowledge holders, and approved by the Minister for Infrastructure, Transport, Regional Development and Local Government.
 - implemented from:
 - 30 January 2026 to 30 January 2031 and
 - 30 January 2045 to 30 January 2055.
- The EMP must be reviewed prior to the end of each of the specified periods and published on a website.
- Data from the monitoring program will also be published on a website.

Next Steps

- WSI preliminary airspace and flight paths will now proceed to the detailed design stage which will be led by Airservices Australia.
 - There may be very minor changes to the flight paths during this process that are not expected to change the results of the environmental assessment or require further assessment.
- Airservices Australia will shortly commence a further engagement process with your communities that will raise awareness of the flight paths and how they will operate.
- The Civil Aviation Safety Authority will, from mid-2026:
 - Consider an Airspace Change Proposal to create the new airspace control zones around WSI, and
 - Validate the instrument flight procedures used by aircraft to land and take-off safely.
- WSI airspace and flight paths will be implemented in time for commencement of aviation operations by late 2026.

Other aviation matters

Noise amelioration

- The final policy for the WSI Noise Insulation and Property Acquisition program is included in the final EIS.
 - Minor changes:
 - clarification of the natural boundary rules that will be used to determine the final eligibility area;
 - refinement of the eligibility rules for non-residential properties which will now include educational, healthcare and religious facilities.
- Final eligibility contours will be included in the Program Guidelines, expected to be released in time for a program commencement in late 2025.

Update on Aviation Industry Ombuds Scheme

- An Interim Ombudsperson has been appointed to set up the Aviation Industry Ombuds Scheme and develop an Aviation Customer Rights Charter.
- The Aviation Customer Rights Charter will help to ensure that aviation customers are clear about what they should expect from airlines and airports and that there is clarity for regulated entities.
- Work on the Charter continues, with the department considering feedback from submissions and progressing aviation consumer protection reforms, including:
 - a review of existing airline and airport complaint handling procedures and performance;
 - research into consumer understanding, attitudes and behaviours on their aviation experiences.
- The department is keen to work with key stakeholders to develop the Scheme and improve consumer awareness.

Presentation - Australia's low carbon liquid fuel opportunity

Richard Wood

International Aviation, Technology and Services Division

Department of Infrastructure, Transport, Regional Development, Communications, Sport and the Arts





The Australian Government is committed to reduce GHG emissions to 43% below 2005 levels by 2030 and to net zero emissions by 2050



Australia relies on liquid fuels for over half of our final energy demand



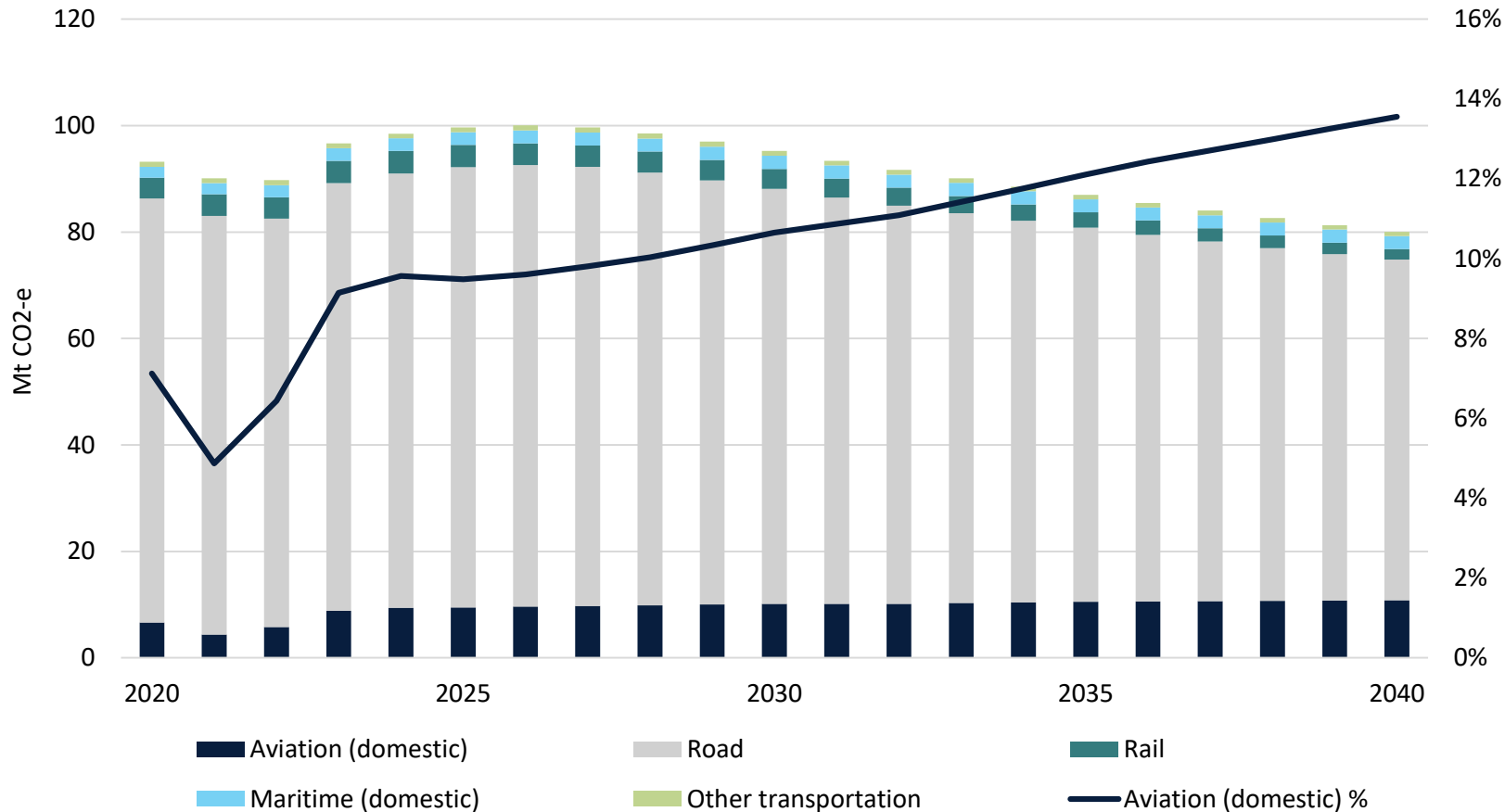
Transport sector accounts for up to 70% of Australia's consumption of conventional fossil fuels



Qantas (25%) and Virgin (22%) have committed to a reduction in Scope 1 and 2 emissions at 2019 levels by 2030, with a target to achieve net zero emissions by 2050

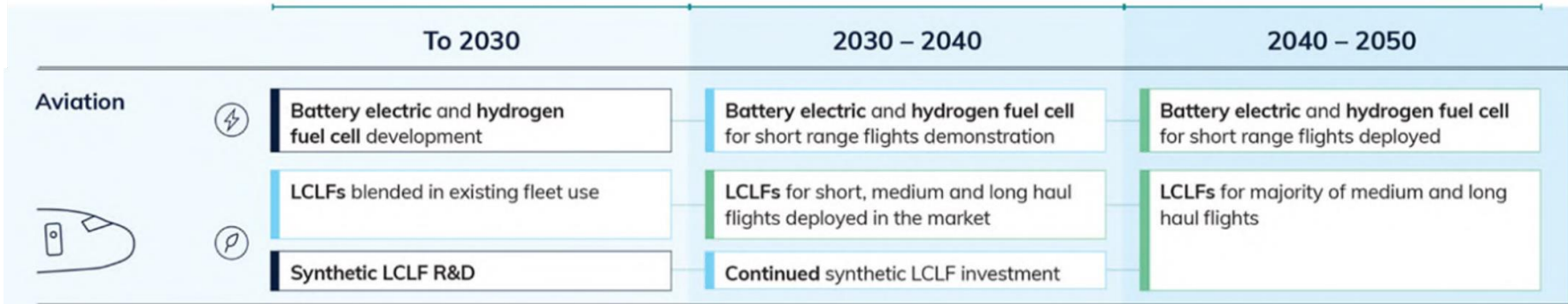
International airlines, through the **International Civil Aviation Organization**, have committed to achieve net zero emissions by 2050

Domestic aviation emissions set to increase as a share of total transport emissions



Source: Department of Climate Change, Energy, the Environment and Water, Australia's emissions projections 2024.

Aviation decarbonisation technology pathways

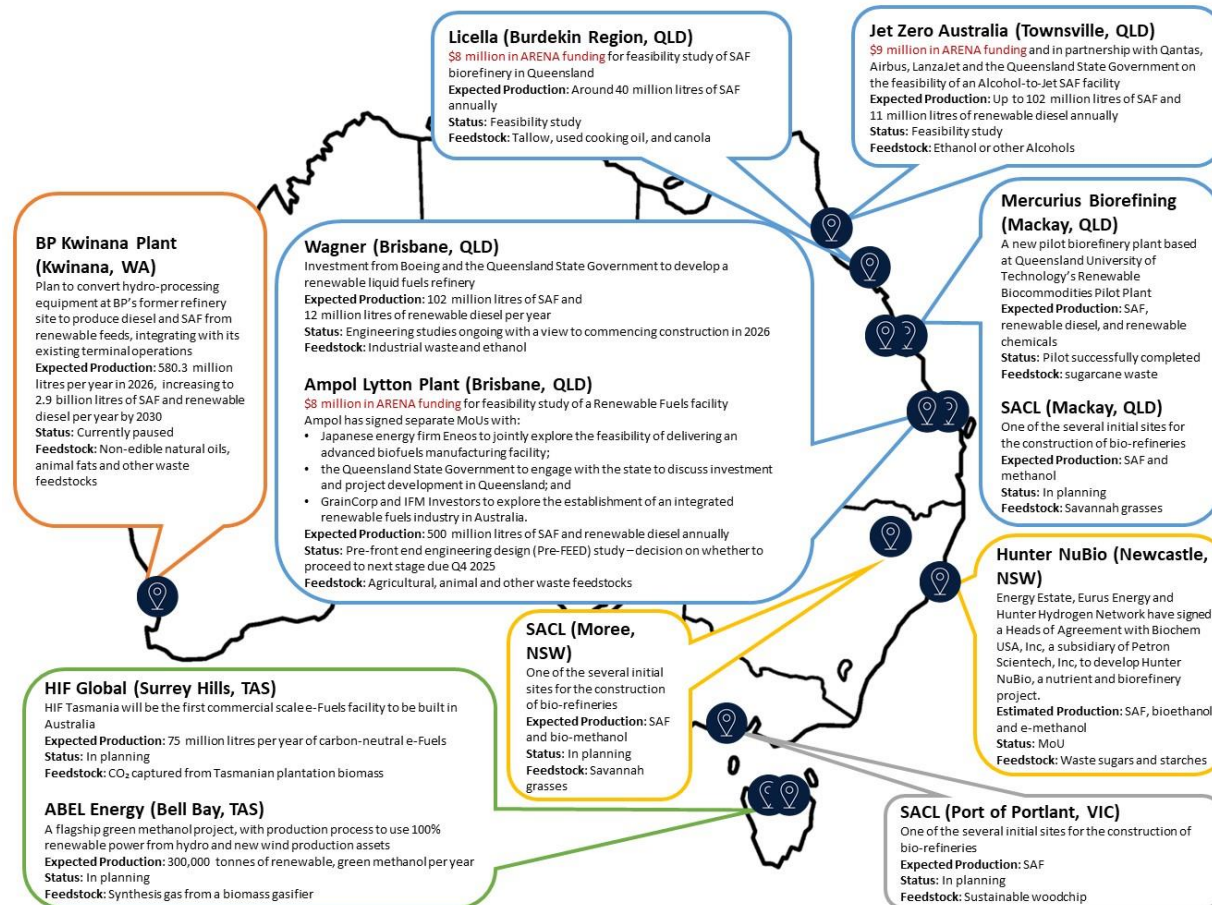


Australia has huge potential for low carbon liquid fuel production given our abundant feedstock resources



Source: CSIRO, Sustainable Aviation Fuel Roadmap, CSIRO website, Australian Government, 2023.

Multiple potential production sites are under feasibility study or planning across Australia, especially on the east coast



Source: BNEF renewable fuel projects tracker - May update, ARENA, multiple media reports

SAF trials currently underway

Viva Energy SAF Infrastructure Solutions for the Future

Location: Pinkenba, Queensland

- ✦ upgrading supply infrastructure and developing a fuel traceability system (allowing entities to claim the environmental benefits of SAF use).
- ✦ demonstrate the feasible supply and use of SAF at Brisbane airport.

Virgin Australia and Viva Energy SAF trial

Location: Proserpine, Queensland

- ✦ SAF consisting of Jet A1 and a 30-40% synthetic blend component.
- ✦ demonstrate the feasible supply and use of regional SAF delivery.

Qantas and Ampol SAF trial at Sydney Airport

Location: Kurnell Terminal, New South Wales

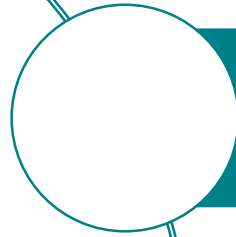
- ✦ blended at a ratio of approximately 18% (potentially powering the equivalent of 900 flights from Sydney to Auckland on Qantas and Jetstar's 737 aircraft)
- ✦ demonstrate the feasible supply and use of SAF at Sydney airport.

Boeing and Wagner Sustainable Fuels

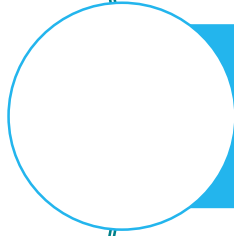
Location: Toowoomba Wellcamp Airport, Queensland

- ✦ LanzaJet's Alcohol-to-Jet (ATJ) technology to create ethanol-based fuel, with the expectation of 102 million litres of SAF per year
- ✦ demonstrate the feasible supply and use of regional SAF delivery

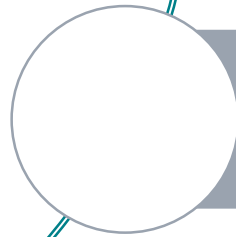
Increasing interest in low carbon liquid fuels from aviation industry, including WSI



Supporting SAF is an important part of WSI's strategy for sustainability



On-airport fuel infrastructure has been designed to receive blended SAF



Future fuel supply options would support the delivery of increasing volumes of SAF

NSW Government supporting local sustainable aviation fuel industry

Up to \$100 million from NSW Government for Low Carbon Product Manufacturing

WSI's potential demand for SAF as a competitive advantage for SAF production in NSW

WSI and NSW Government engaging on a fuel pipeline (capable of also handling SAF)

Australian Government's major policy milestones over the past year

Future Made in Australia (2024-25 Budget)

- Expanding Guarantee of Origin scheme to include LCLFs
- Innovation Fund (\$250 million for LCLF priority area)
- Regulatory impact analysis of LCLF demand-side measures

Public Consultation (July 2024)

- 116 submissions from 100 organisations and 16 individuals
- Face-to-face meetings with 90 participants

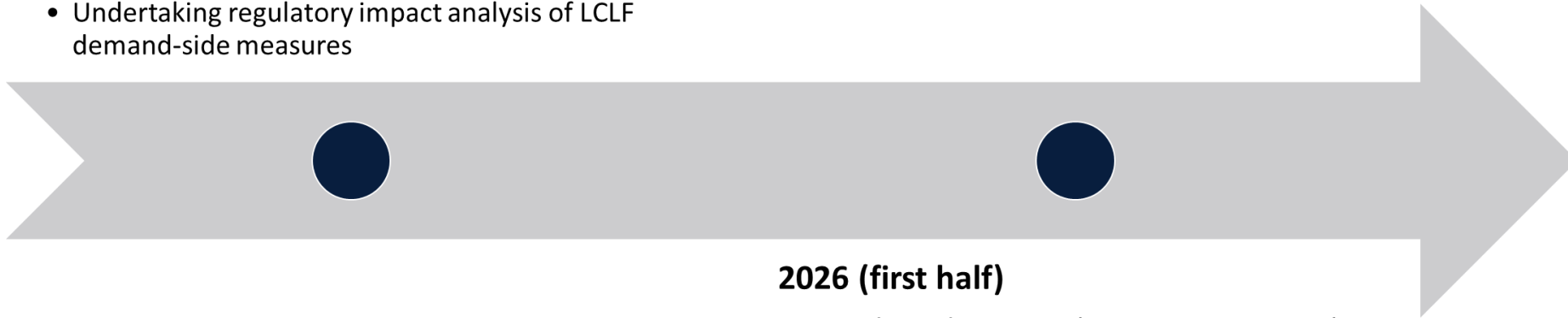
Aviation White Paper (August 2024)

- Australian Government's vision for the aviation sector towards 2050
- 56 policy initiatives covering 10 key areas, including maximising aviation's contribution to net zero

Plan for next steps

2025 (second half)

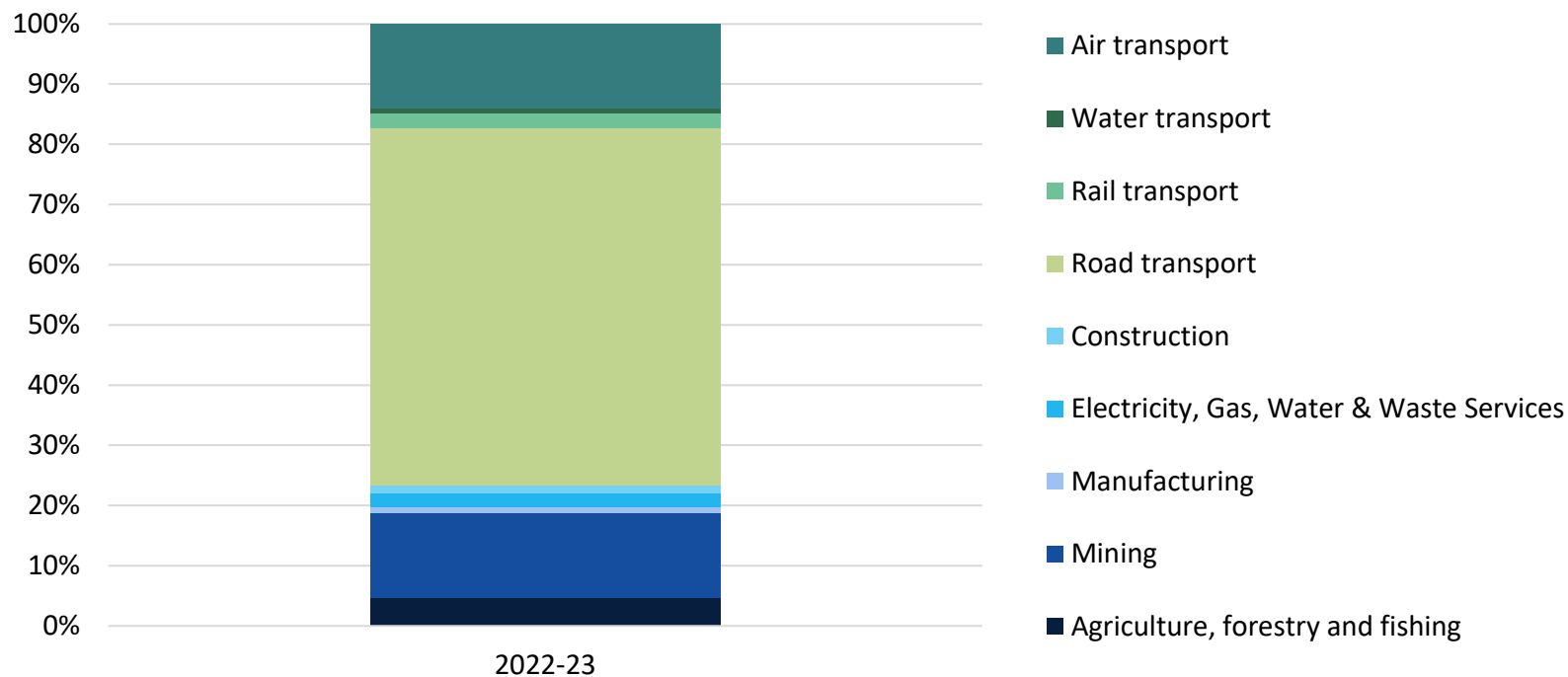
- Consultation on detailed design of policy options
- Undertaking regulatory impact analysis of LCLF demand-side measures



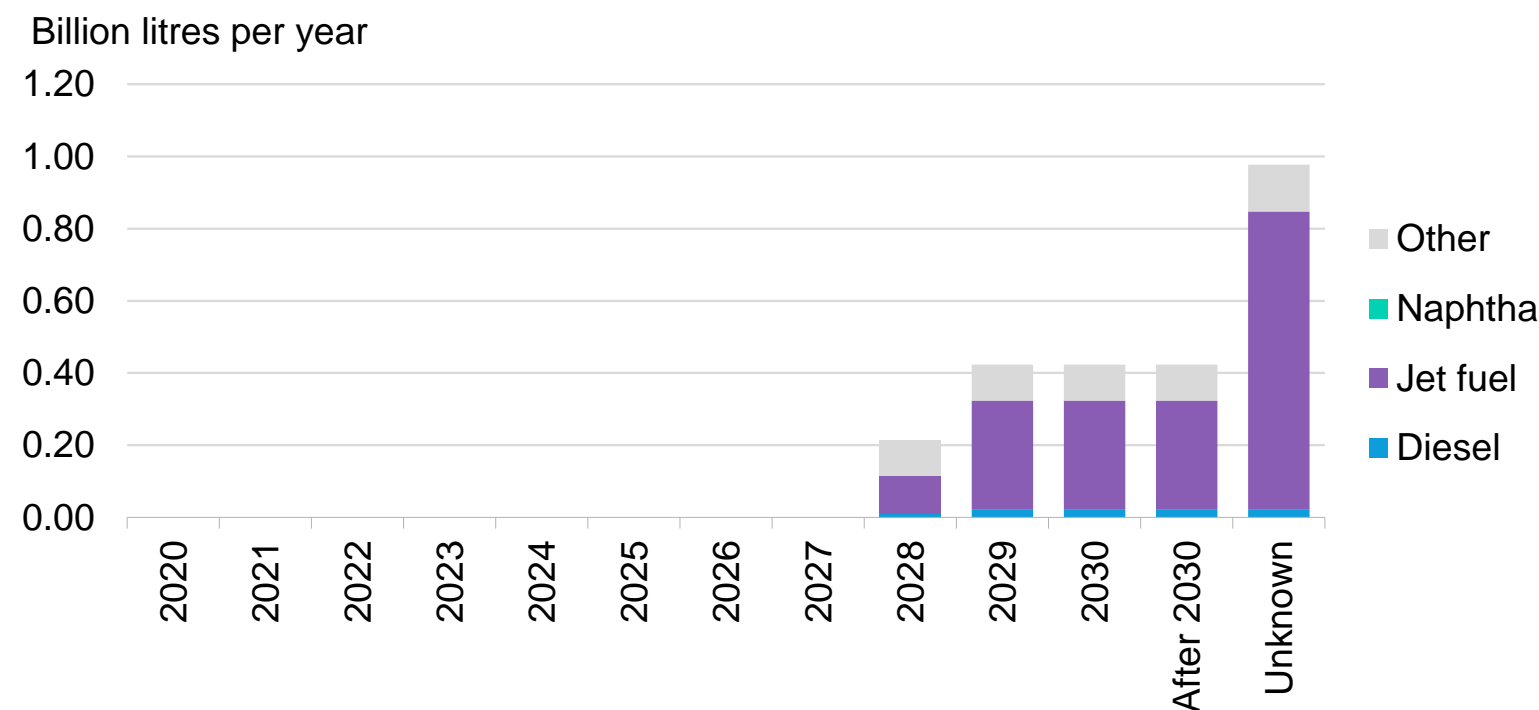
2026 (first half)

- Providing advice on policy options to Australian Government for consideration

Transport accounts for three quarters of the total liquid fuel use



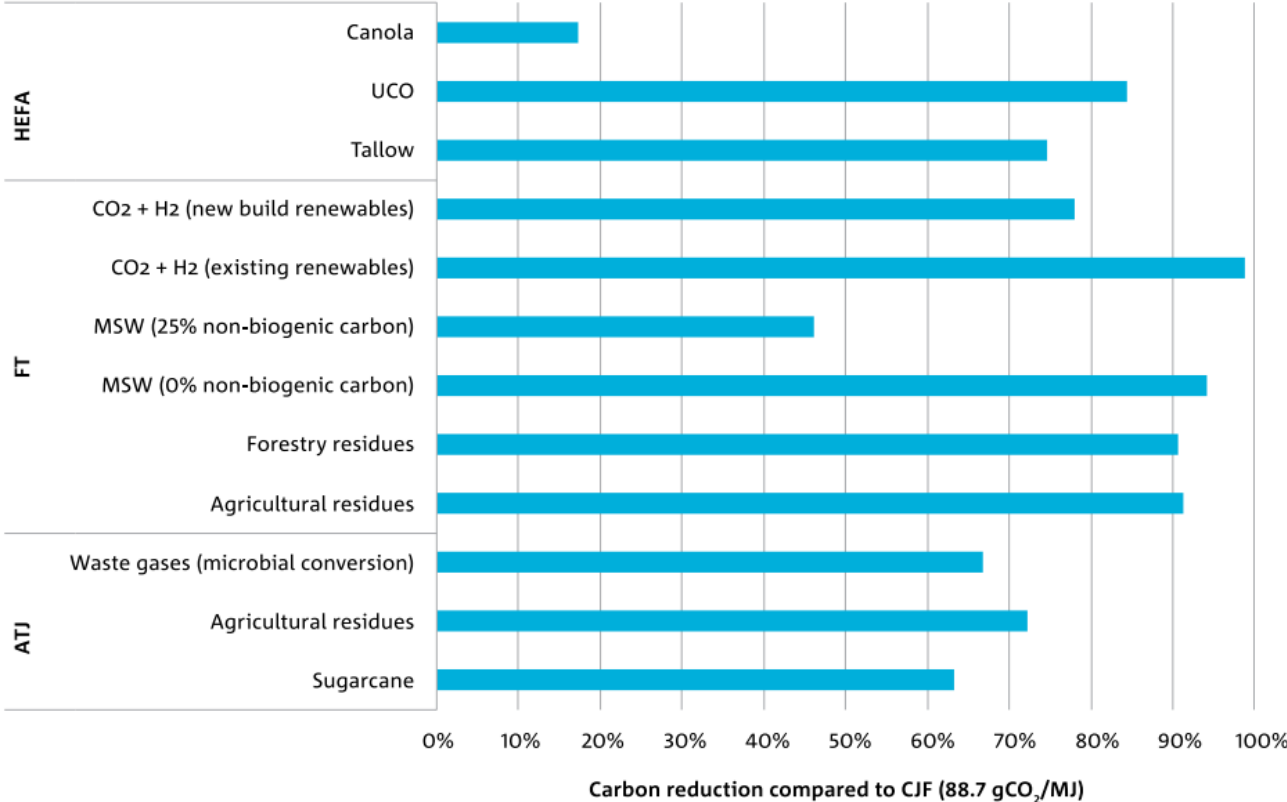
Australia’s low carbon liquid fuel production is estimated to reach 400 million litres by 2030 based on projects currently under planning and consideration



Source: BNEF renewable fuel projects tracker - May update, Reserve Bank of Australia

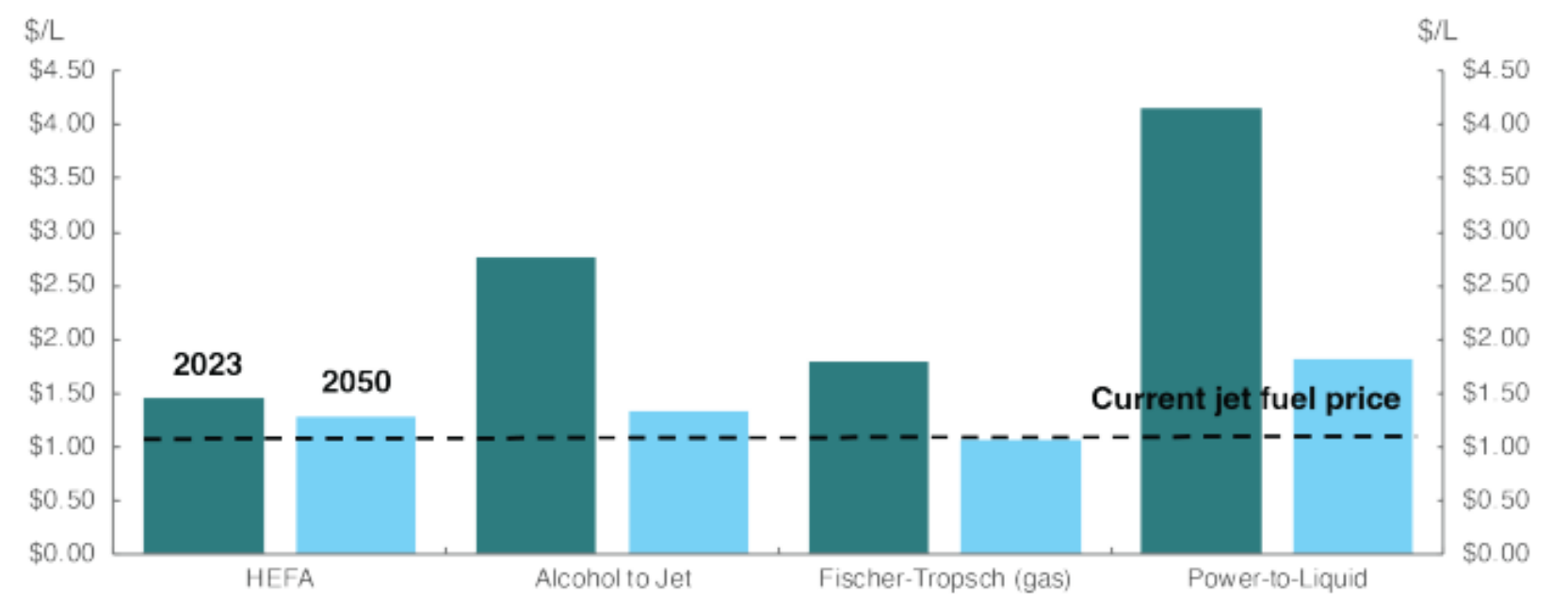
Not all low carbon liquid fuels decarbonise equally

Lifecycle assessment carbon reductions for CORSIA eligible SAF pathways and feedstocks



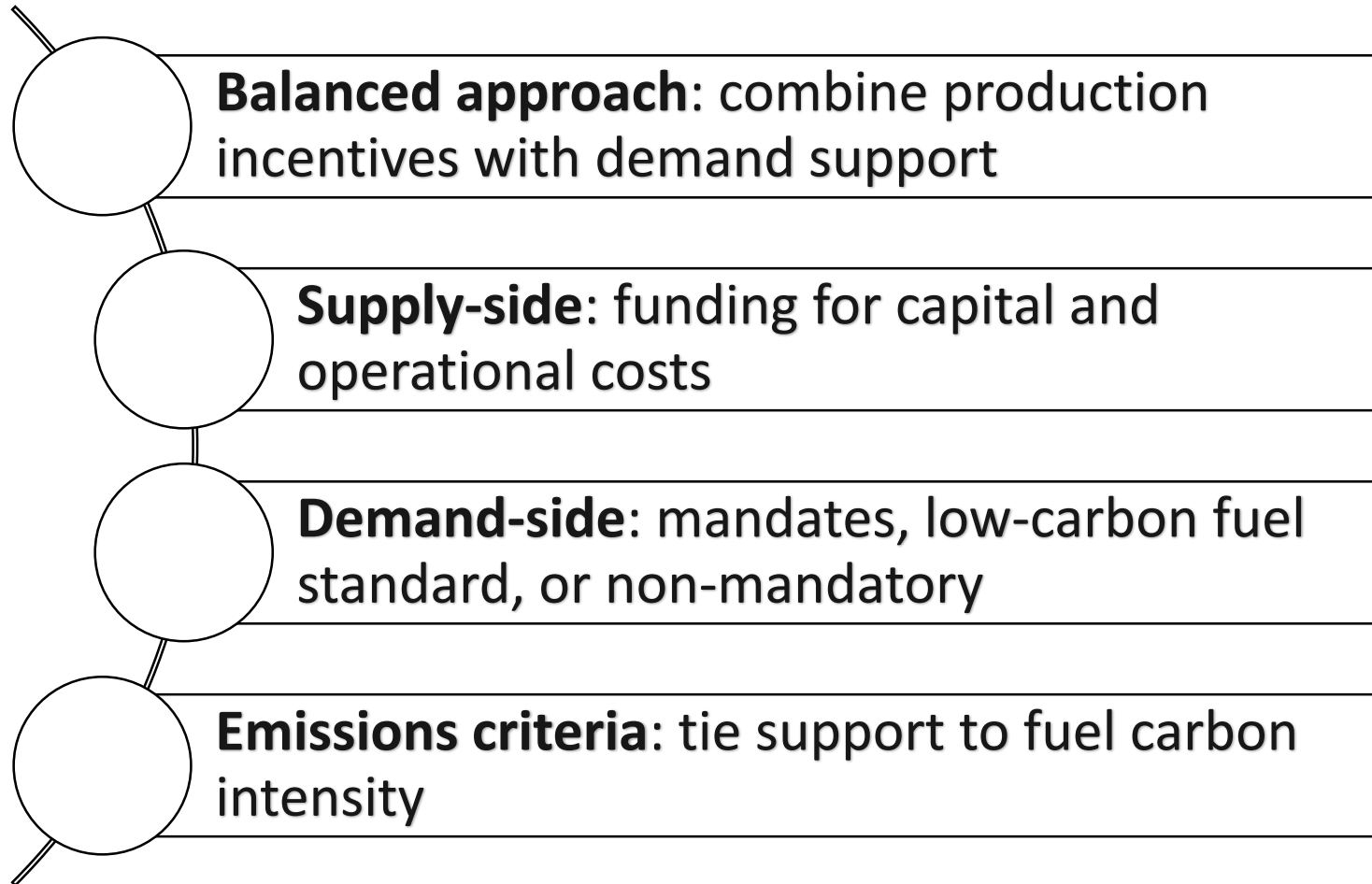
Source: CSIRO, Sustainable Aviation Fuel Roadmap, CSIRO website, Australian Government, 2023.

Production costs of low carbon liquid fuels are forecast to decrease over time



Source: CSIRO, Sustainable Aviation Fuel Roadmap, CSIRO website, Australian Government, 2023.

Key themes from public consultation on low carbon liquid fuels in July 2024



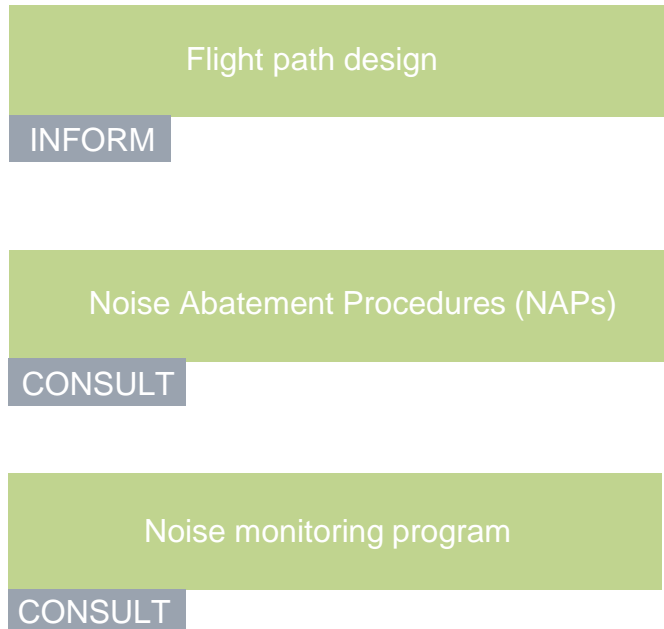
Update from the Air Navigation Service Provider

Annette Ditmar, Airservices Australia



Detailed design community engagement

- our engagement is in accordance with our Community Engagement Standard
- through our engagement we want to raise awareness of the new WSI flight paths and how the airspace will be operated
- communities will have the opportunity to provide feedback on Noise Abatement Procedures as well as noise monitoring program



Community engagement activities delivered in line with the Standard should be proportionate to the impacts of the proposal, the number of alternative options and the range of stakeholders affected.

The Standard organises types of change proposals into three levels, based on their size and impact		
Level 1 New flight paths/airspace to support airport expansion	Level 2 New or changed flight paths in existing airspace	Level 3 Operational changes in existing airspace
<p>The largest, most complex changes involving a suite of new flight paths and changes airspace operation, resulting in:</p> <ul style="list-style-type: none">• a broad range of potentially significant impacts over a wide area• many alternative flight path design options available• a very large and varied mix of affected stakeholders	<p>Large-scale flight path and/or airspace changes to introduce new features to an existing airspace system, resulting in:</p> <ul style="list-style-type: none">• noticeable or significant impacts within specific geographical areas• a shortlist of alternative flight path options available• a large but distinct sub-set of affected stakeholders	<p>Smaller, more specific changes to amend aspects of an existing airspace system or operational procedures, resulting in:</p> <ul style="list-style-type: none">• a narrower set of specific impacts• few (if any) alternative options other than no change• a limited number of affected stakeholders in specific areas

WSI Engagement Timeline*

	May 25	June 25	July 25	Aug 25	Sep 25	Oct 25	Nov 25	Dec 25
Engagement Plan	<div><div><div><div><div><div></div><div>Flight path approval by Minister</div></div><div><div></div><div>Industry Engagement</div></div></div><div><div></div><div>ACP submission</div></div><div><div></div><div>Detailed Design Community Engagement (30 June – 21 Sep)</div></div><div><div></div><div>CER submission to CASA</div></div><div><div></div><div>ACP Approved</div></div></div><div><div></div><div>Landowner engagement for permanent noise monitoring sites</div></div><div><div></div><div>Assessment of EOLs for temporary noise monitoring sites</div></div></div></div>							
Holiday Periods	<div><div><div></div><div>Winter: 7 July- 18 July</div></div><div><div></div><div>Spring: 29 September - 10 October</div></div></div>							

	Jan 26	Feb 26	Mar 26	Apr 26	May 26	Jun 26	July 26	Aug 26	Oct 26	Nov 26	Dec 26
Engagement Plan			 Noise Monitoring System implemented for WSI			<div>Implementation Community Engagement 1 May– 5 June</div>  June 2026 AIRAC Changes Published					
Holiday Periods	<div>Summer: 22 December – 26 January</div>			<div>Easter 2 – 19 April</div>							

Engagement activities - notifications and advertisement

Letterbox drop across Greater Sydney and Blue Mountains

all residential and business properties

Newspaper advertising

Sydney Morning Herald, Daily Telegraph, local newspapers (print and digital)

“Flyer”-squad at train stations

Flyer hand-out during peak time

Letters to stakeholder

Notification to Federal and Local MPs with offer for briefing

Social media and digital advertising

Geotargeted on Facebook, Instagram and popular websites, i.e. NRL.com.au

Radio advertising

Gold FM, 2GB, Breakfast and Drive program

Direct email

Engage subscriber list, NCIS database

Engage page

News section updates

Engagement Activities – community facing*

23x Drop-in Community Engagement session (in person)

10x Pop up Community Engagement session (in person)

8x Train station engagement (in person)

2x Webinars (online)

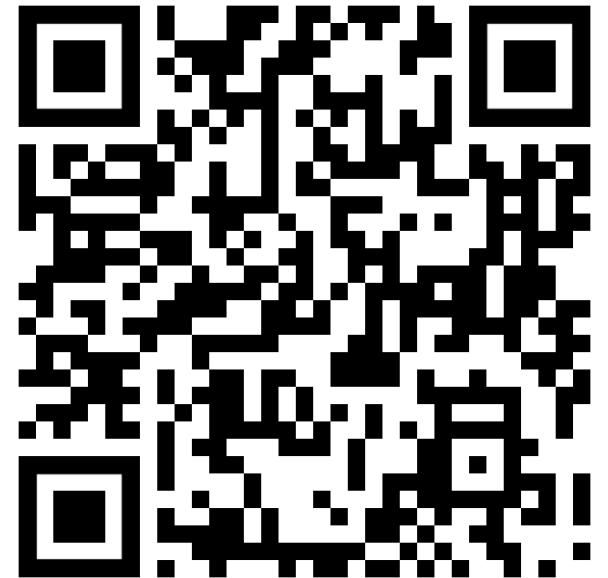
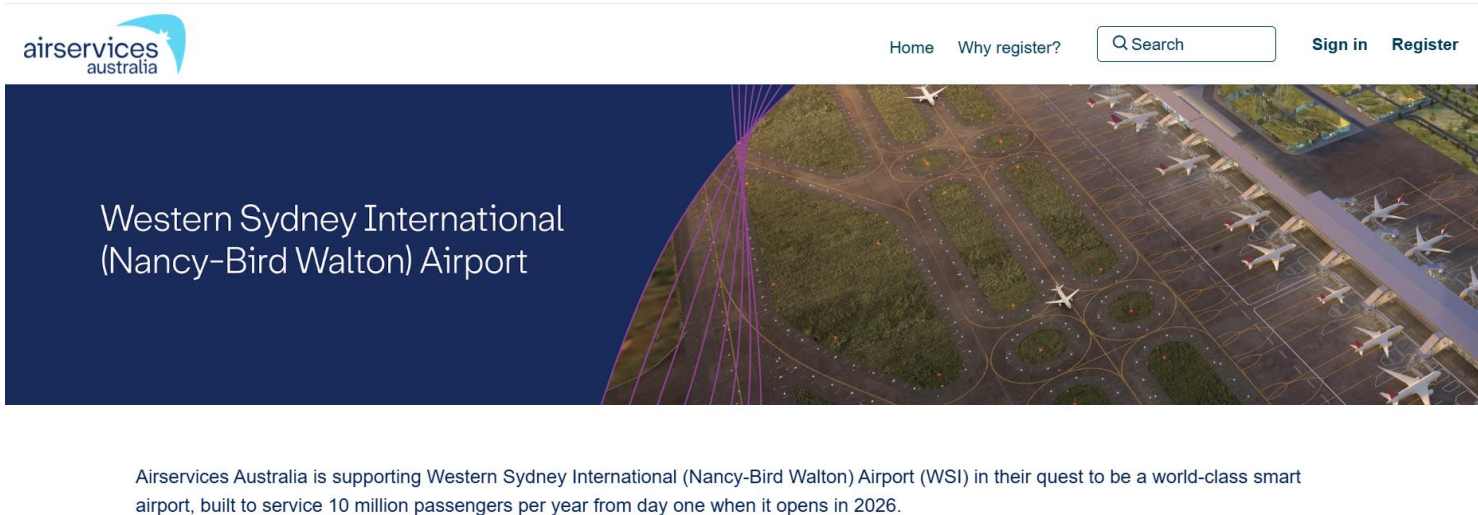


Engage Airservices

Our Engage Airservices project page will be the central source for project information.

engage.airservicesaustralia.com/WSI

We recommend subscribing to the project mailing list to receive updates and information on community engagement sessions.



Scan the QR code to stay informed

Update from the Airport Operator

Katy Hannouch and Scott Ifield, WSA Co.



Western Sydney International (Nancy-Bird Walton) Airport (WSI)

Master Plan 2025-45 Briefing

Forum on Western Sydney Airport
19 June 2025



Western
Sydney
International
Airport

Agenda

1. Introduction
2. Master Plan overview
3. Master Plan land use
4. Flight paths
5. Ground transport
6. Social and Economic
7. First Nations
8. Environment and Sustainability
9. Public Exhibition phase





Introduction

- Australia's first major airport in over half a century
- Engagement for WSI's first Master Plan
- Initial engagement started in August 2024
- Marks transition for WSI from the Airport Plan into a fully-fledged airport under the Commonwealth Airports Act

Building a 20-year vision for WSI

In parallel with the work to construct a new airport, WSI is developing its first Master Plan.



A 20-year road map outlining future development at the airport



Updated every five years



Provides the strategic direction to meet increasing demand for aviation services



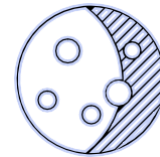
All Australian Government-leased airports are required to prepare a master plan



Australia's first major airport in over half a century

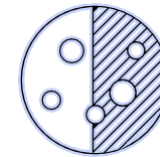
Engagement to support development of the first WSI Master Plan

- Required under Part 5 of the Airports Act
- Developed across four project phases



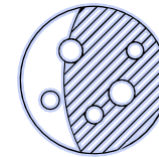
Phase One

Preparation of
the exposure
draft
Apr 2024 –
Dec 2024



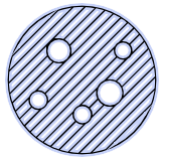
Phase Two

Pre-public
exhibition
engagement
Jan 2025 –
June 2025



Phase Three

Public
exhibition
period of 60
business days
6 June – 2 Sept



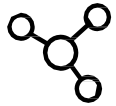
Phase Four

Post public
exhibition
period
TBC

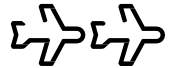
Master plan contents

WSI's master plan focuses on a 5-year period from 2025 to 2030 with high level planning beyond this period

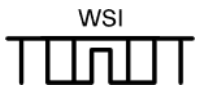
Topics covered, as required under the Airports Act



Development objectives



Future aviation needs



Future land use and land planning / zoning



Proposed developments not related to airport services



Flight paths and noise impacts



Impacts on the local and regional economy and community



Proposed 'sensitive developments'



Ground transport plan



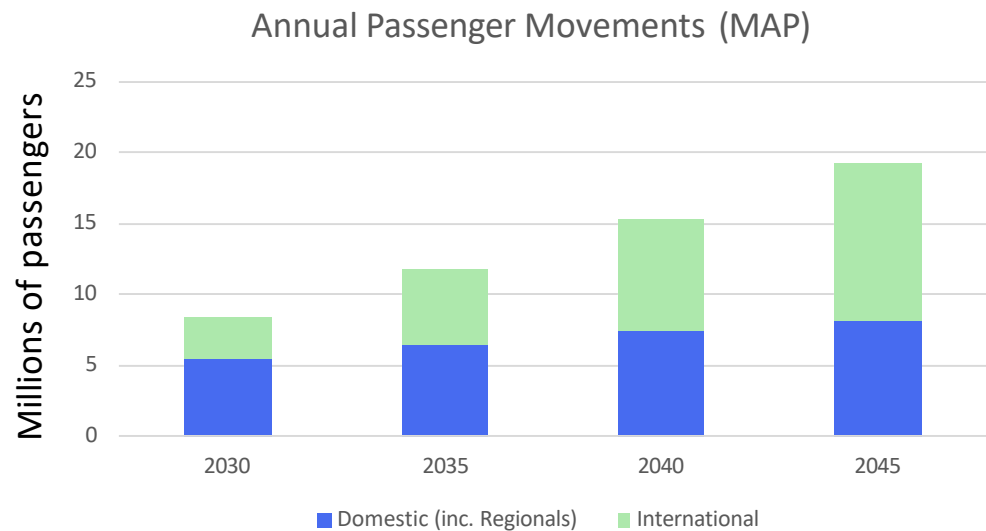
Environmental strategy



Environmental issues and their management

WSI Growth – our first 20 years of operation

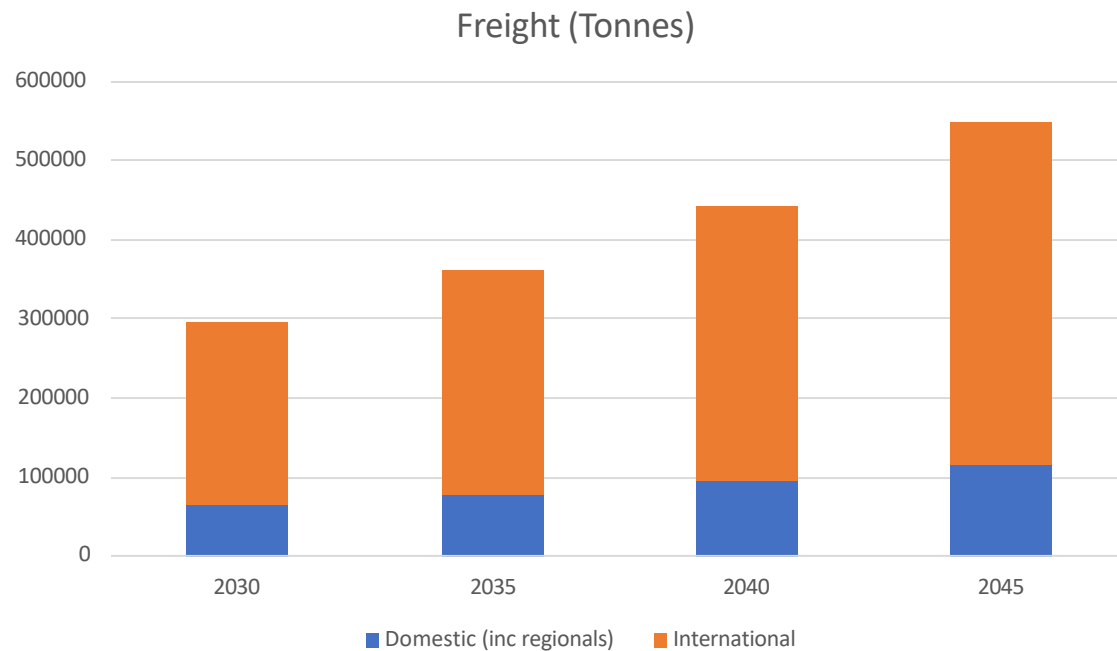
Forecast Annual Passenger Numbers



Airport ranking (2019)		Annual passenger movements (millions – FY19)
1	Sydney	44.4
2	Melbourne	37.1
3	Brisbane	23.6
4	Western Sydney	c. 19.3 by 2045
5	Perth	12.4
6	Adelaide	8.4
7	Gold Coast	6.4
8	Cairns	4.9
9	Canberra	3.2
10	Hobart	2.7

WSI Growth – our first 20 years of operation

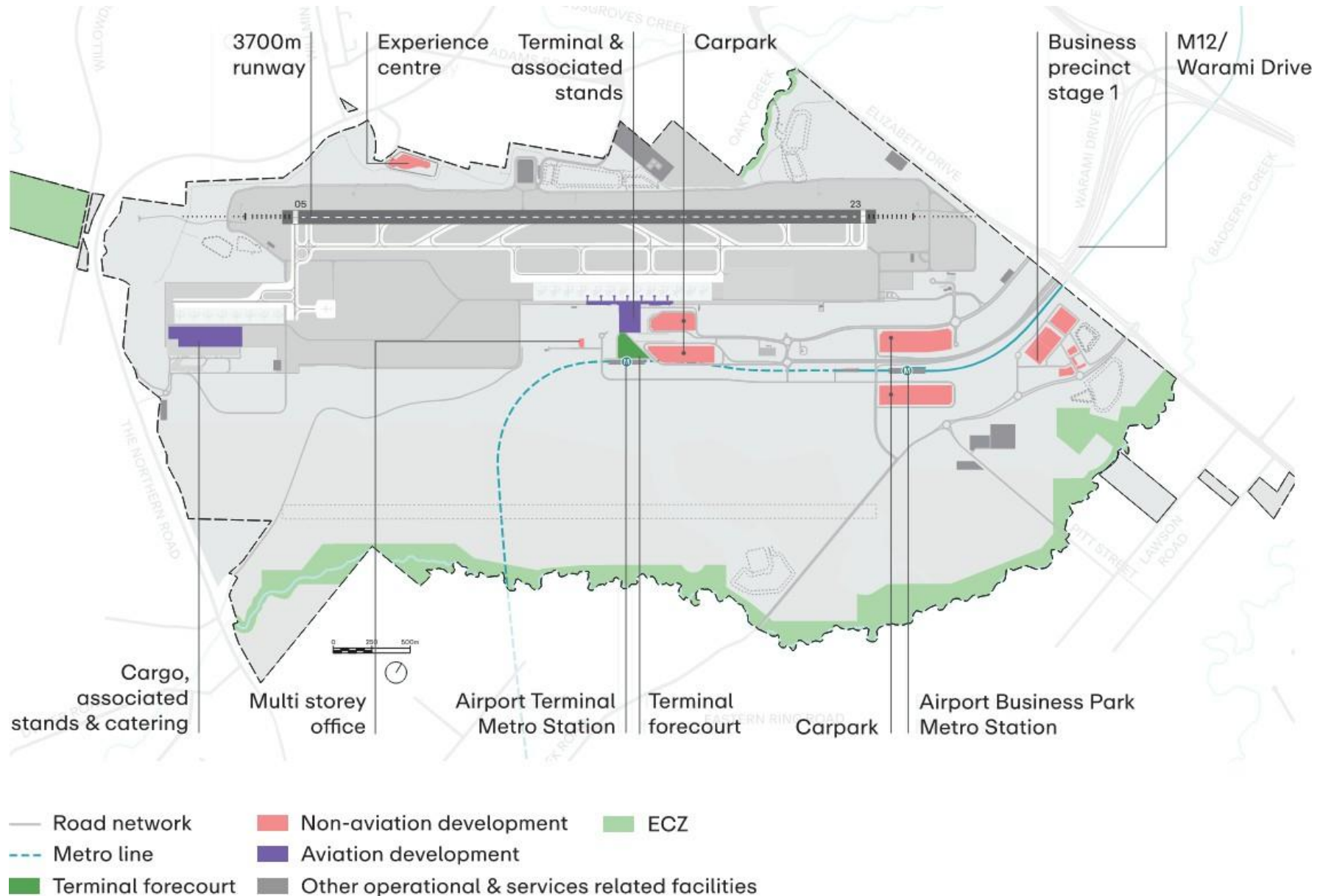
Forecast Annual Freight Tonnage



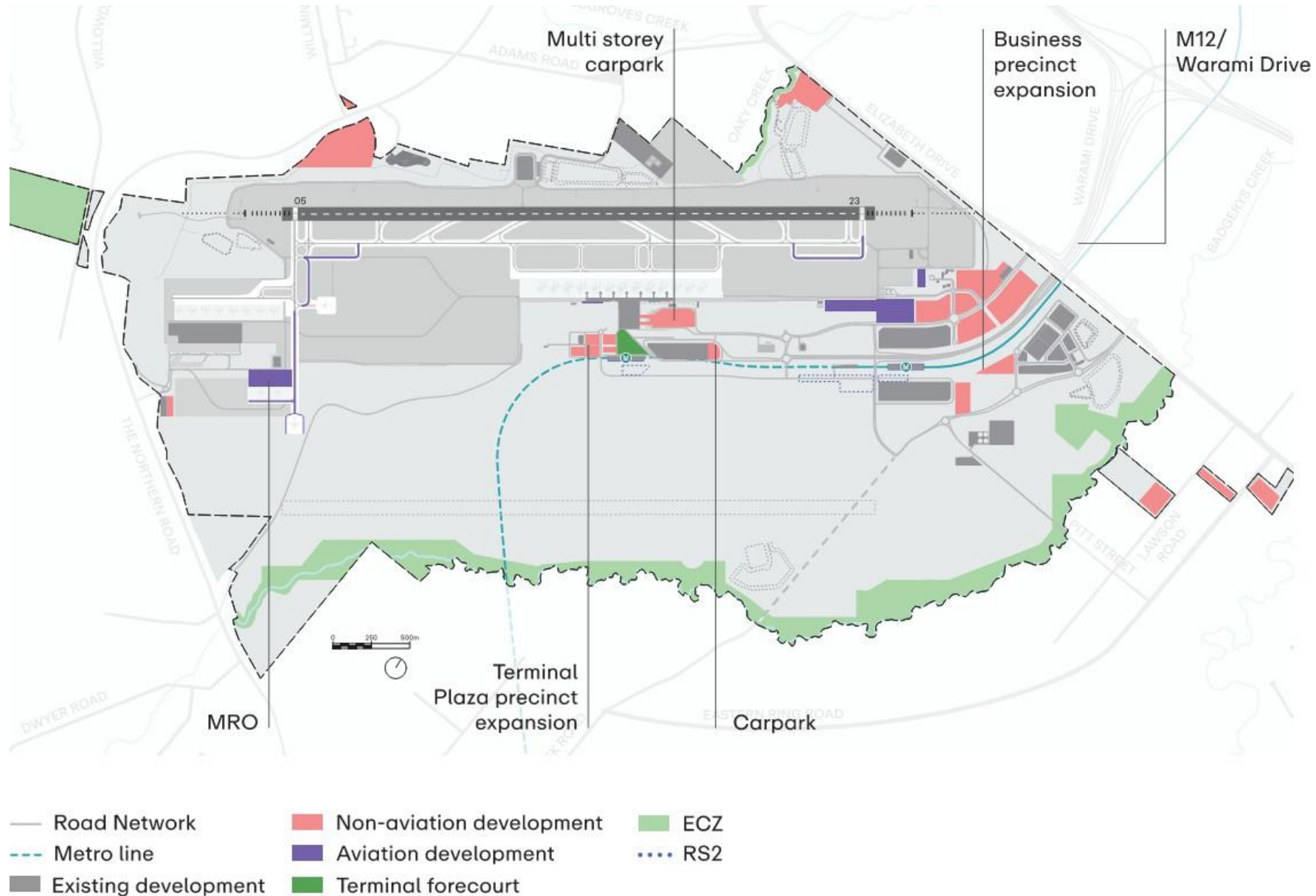
The combined throughput of domestic and international freight at WSI (inbound and outbound) is forecast to be approximately:

- 293,800 tonnes in 2030
- increasing to 546,700 tonnes in 2045

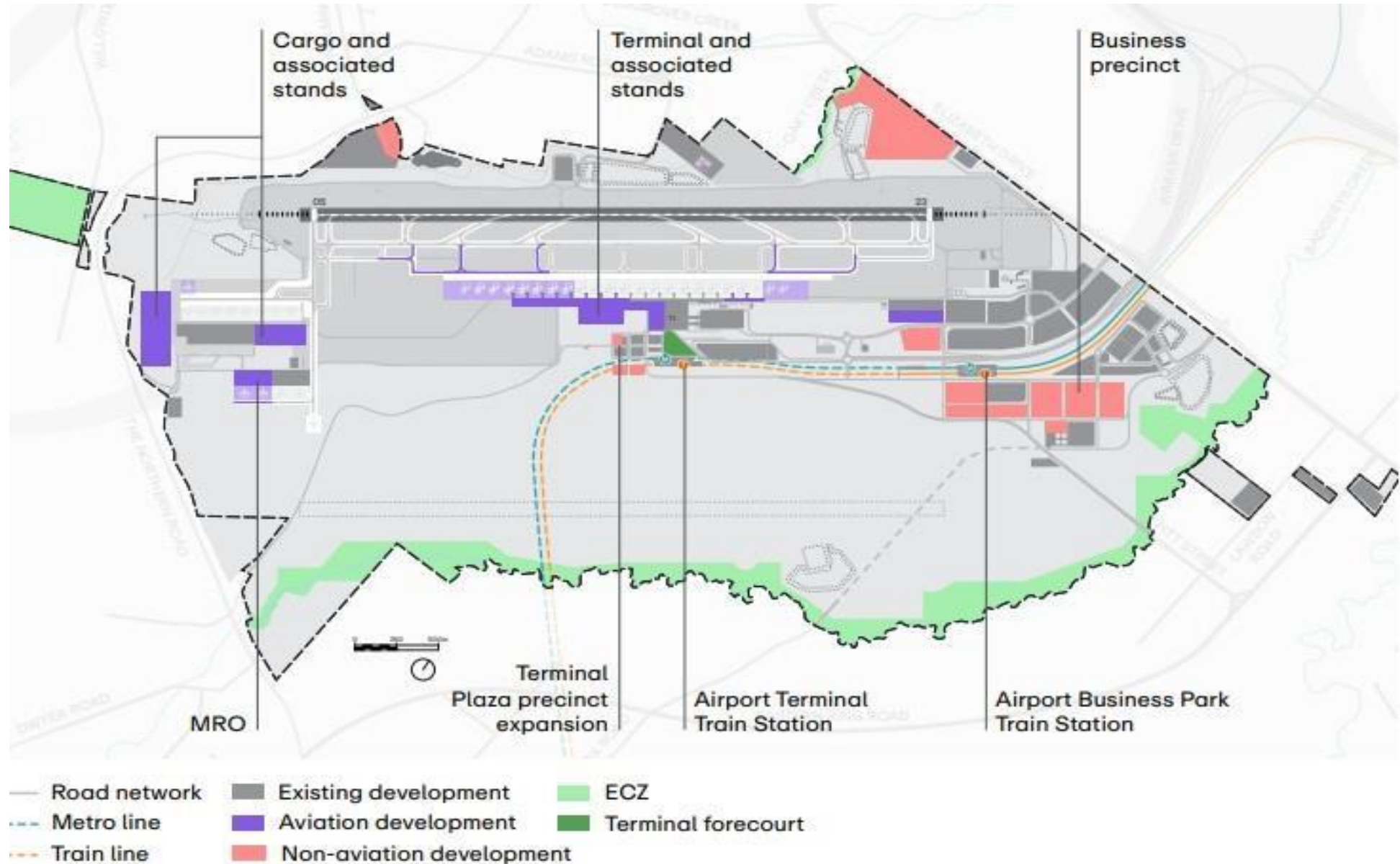
WSI Open Day Plan – 2026



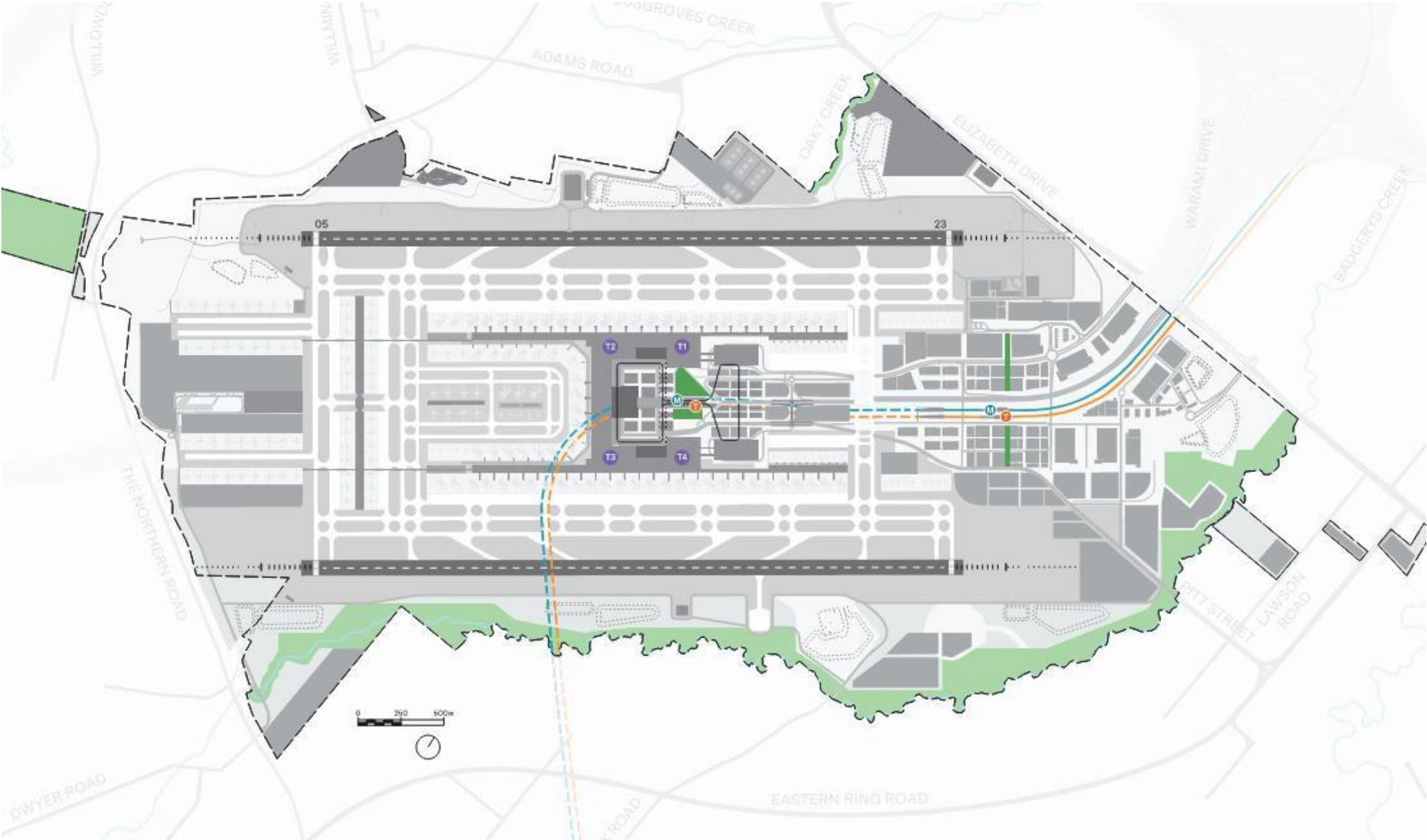
WSI Five-year (2030) Development Plan



WSI Twenty-year (2045) Development Plan

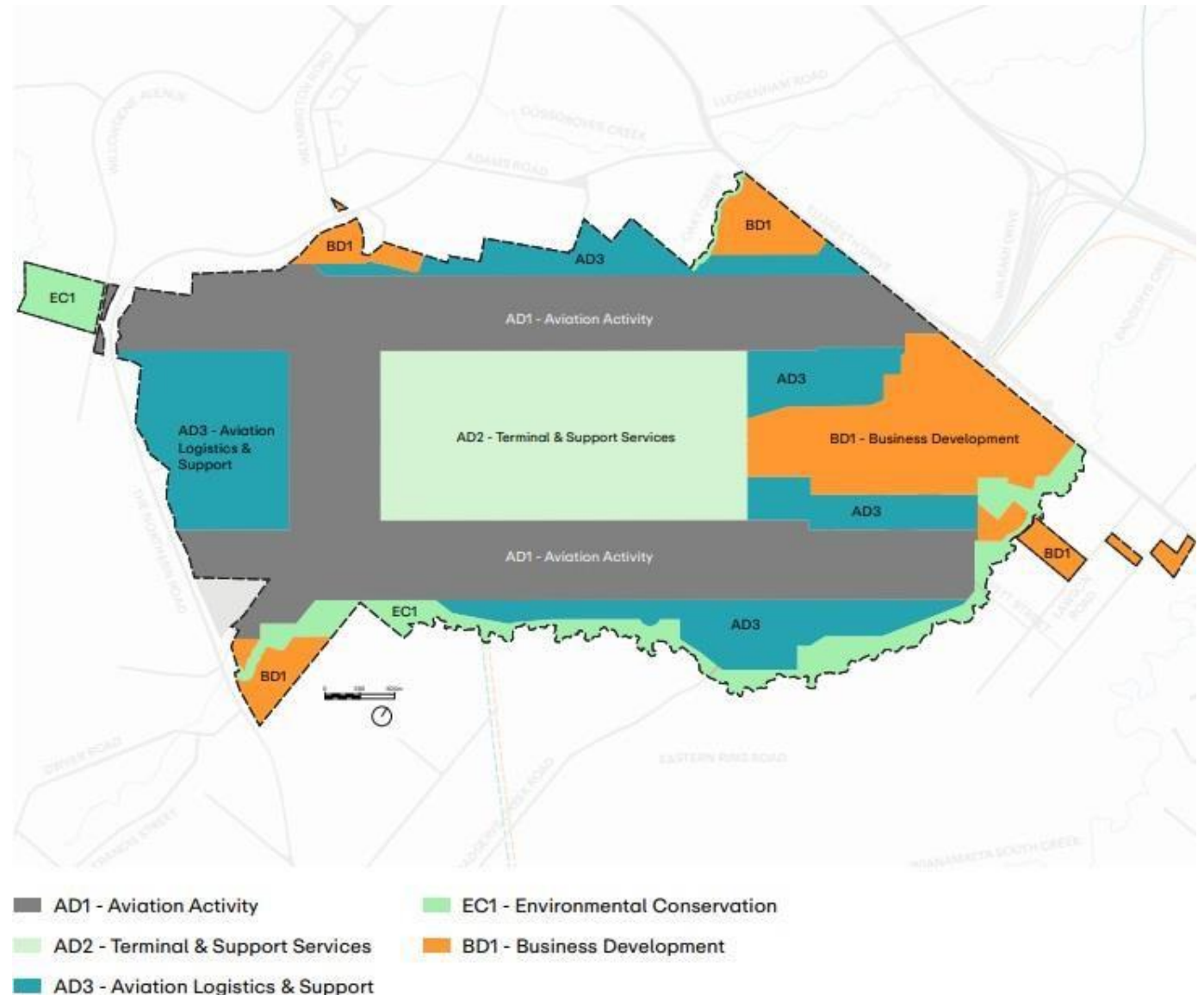


WSI Ultimate Layout



Proposed Airport Land Use Plan and Objectives

- Facilitate land use and development in accordance with the Master Plan
- Provide for long-term aviation growth and airport expansion
- Support uses that are complementary to aviation as well as provide for non-aviation uses such as business, retail, employment, hotels, leisure, transport and community facilities
- Encourage sustainable development outcomes
- Ensure development achieves good urban planning and design outcomes
- Support good environmental practice to minimise impacts and protect sensitive areas
- Provide for interim non-aviation land uses in certain zones until land required for aviation purposes



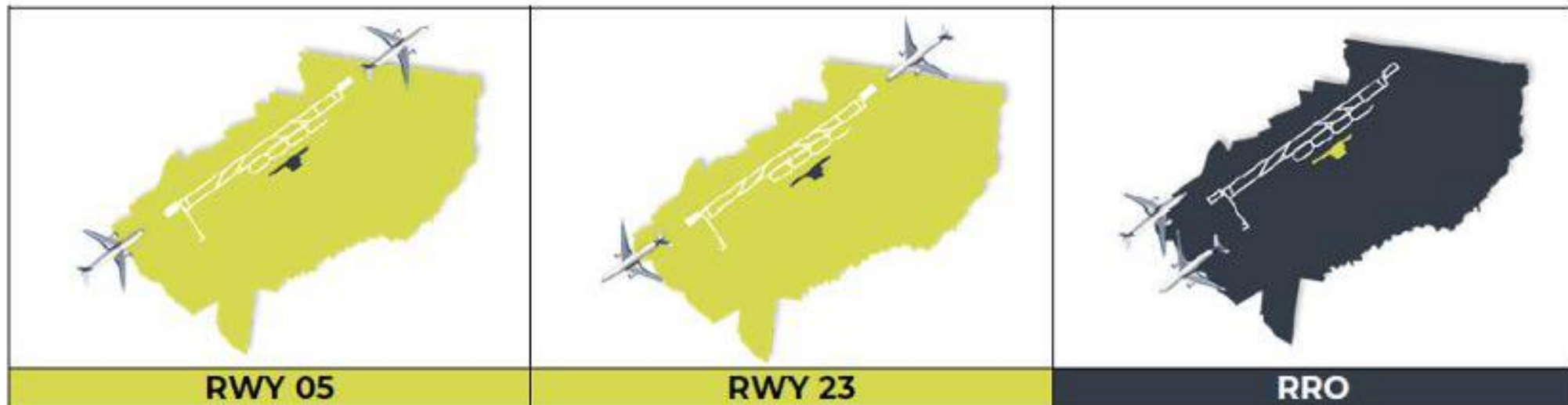
Airport Safeguarding

- Protecting WSI's aviation infrastructure and airport operations to enable long-term sustainable operations is critical to ensuring WSI becomes a world-class facility, operating 24/7
- The airport's effective and efficient operation depends on the activities taking place on the land around it.
- The safeguarding of WSI includes:
 - balancing the operation and growth of WSI with urban development pressures
 - implementing planning protection overlays, as referenced in the Western Parkland City SEPP and NASF
 - informing the local community of the potential impacts of aircraft and airport operations
 - minimising aircraft noise-sensitive developments near the airport.
- All on-airport developments must meet the airport safeguarding principles and requirements.
- The master plan includes a section of each NASF safeguarding requirement and maps showing areas impacted.

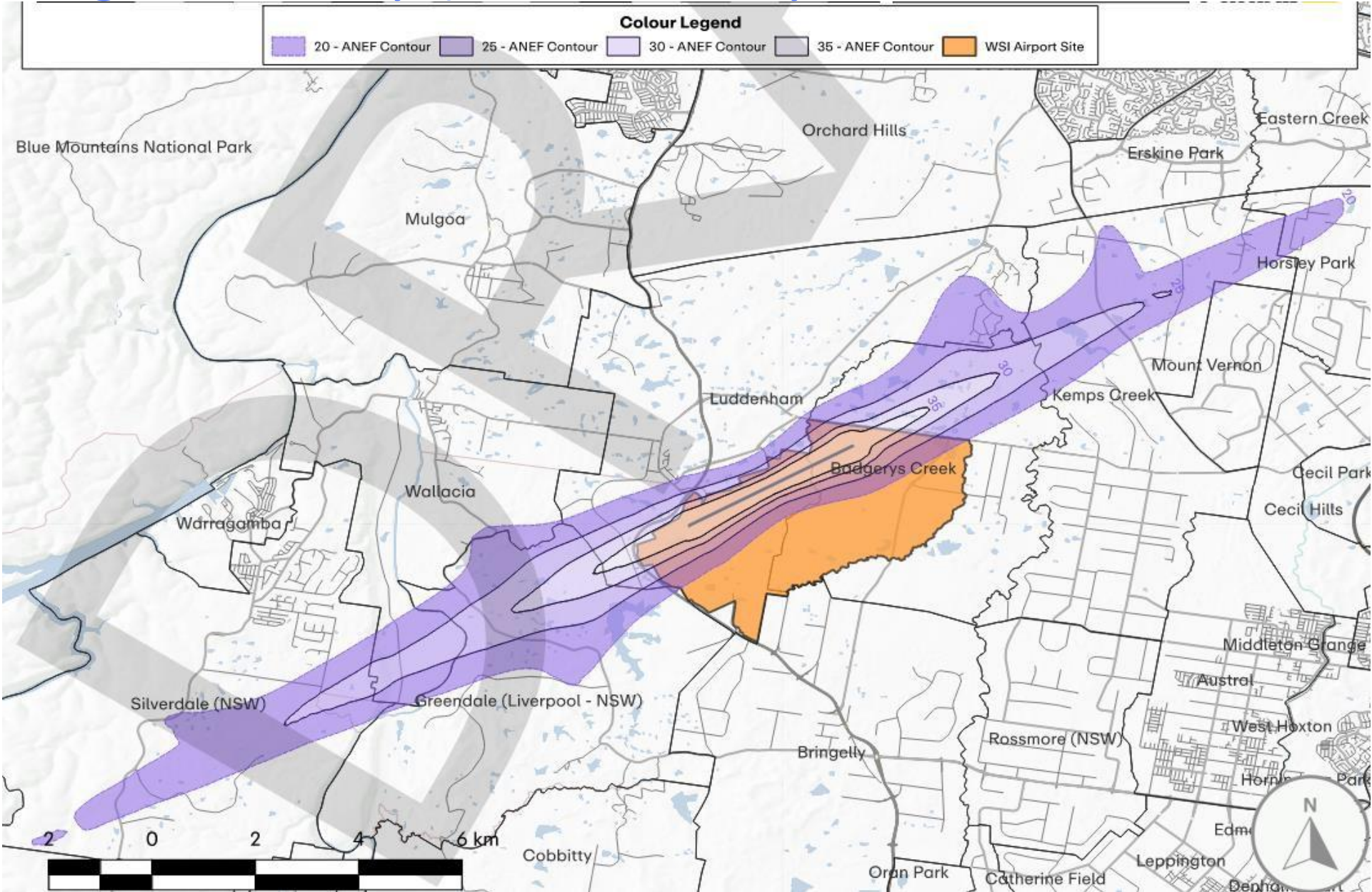
Flight Paths and Aircraft Noise

Single runway operations

- The Commonwealth Government is implementing the WSI's airspace planning and flight path design. Flight paths are the routes for aircraft en-route, arrival and departure phases of flying.
- The Master Plan will detail the flight paths and modes of operation consistent with the airspace design EIS.
- The airport will operate in various modes depending on weather conditions, time of day and operating factors.
- Reciprocal Runway Operations will only be for night-time operations (11.00pm – 5.30am)



ANEF– Single Runway (endorsed by Airservices Australia)



Ground Transport at WSI

- WSI Stage 1 on-airport traffic network modelling shows no congestion for a minimum of 5 years
- As per Airport Act requirements, WSA is to consider off-airport transport infrastructure, focusing on better connectivity on cities within the network and outside
- WSA has and will continue to liaise with, and share information with, TfNSW (and all relevant agencies)
- WSA and TfNSW working closer together with mechanisms to improve alignment and understanding
- Focus areas:
 - demand & capacity divergence over time
 - mode share - Sustainable Travel
 - timing for off airport transport infrastructure
 - untested network, patterns of access and physical distances
 - forecast regional growth



Ground Transport at WSI - 2030

Road Infrastructure

- Stage one Eastern Ring Road with Pitt St
- Elizabeth Drive widening



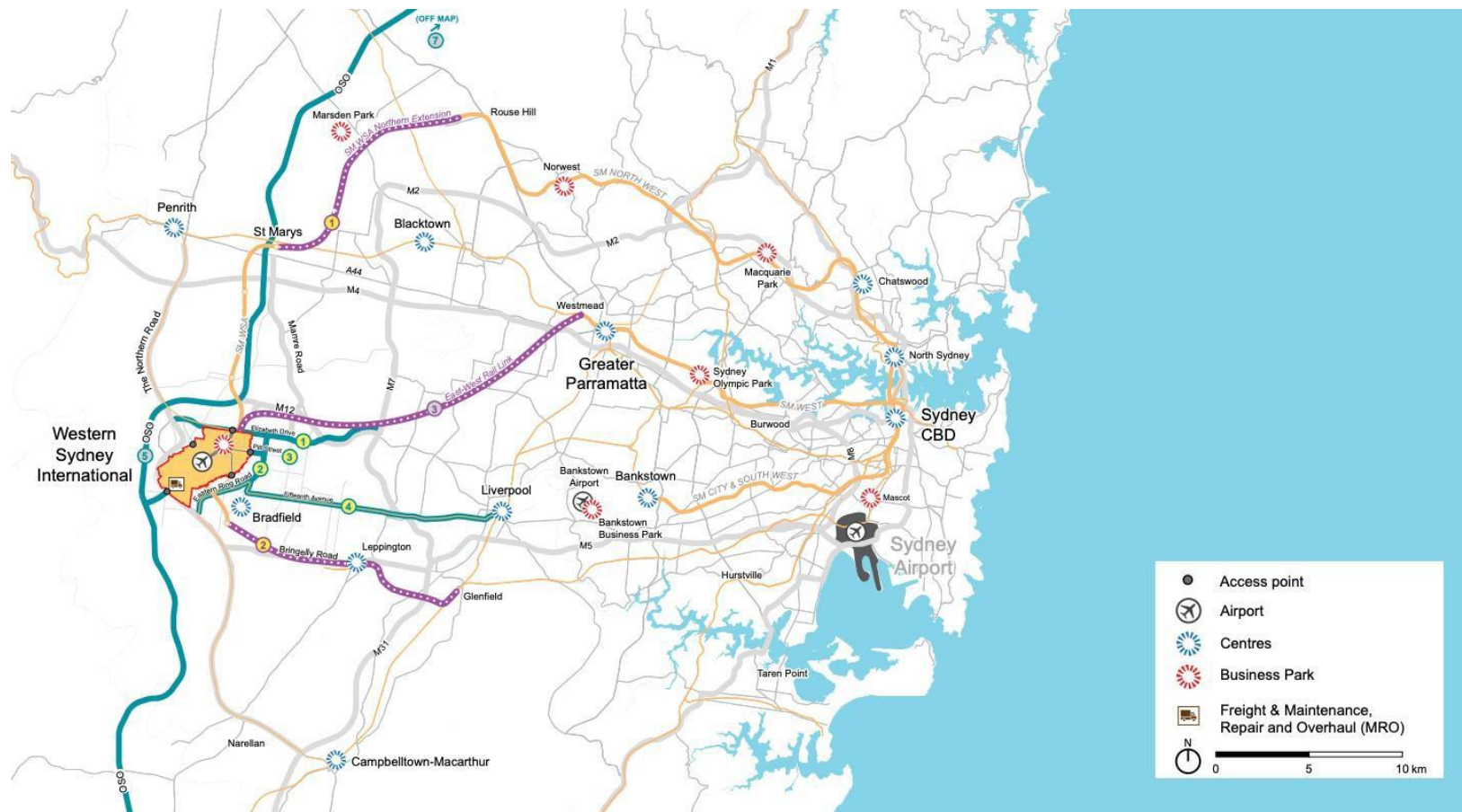
Ground Transport at WSI – beyond 2030

Rail

- Metro North-South connection Tallawong to Leppington (Glenfield)
- RS2 Airport to Westmead/Parramatta

Roads

- Fifteenth Ave Airport to Liverpool
- Completion of Eastern Ring Road
- Outer Sydney Orbital (OSO) with Freight precinct connection
- Various existing road widening and intersection upgrades



Social and Economic

Economic Enabler

An economic enabler for the broader Western Sydney, a driver of development and investment across a number of sectors including industry, tourism, trade, education and more.

We forecast up to 6,000–8,500 airport jobs by the time passenger numbers reach 10 million annually in 2032. (approx. 840 direct jobs per 1MAP)

WSI and our catalysed investments will support:

- an additional 244,000 ongoing jobs in NSW in the year 2063,
- significant economic activity in and around the airport,
- and spillover effects across the rest of the Western Sydney and NSW economies.

Education

Fostering relationships with key educational institutions and registered training organisations to create authentic employment programs and support career pathways.

First Nations

Workforce Initiatives | Key Achievements



Employment

Exceeded the target of 2.4% Indigenous workforce, achieving **2.72%** by June 30, 2024.



Procurement

Surpassed the 3% target for contracts awarded to Indigenous businesses, reaching **7%**.



Cultural

Cultural awareness and celebrate First Nations culture, including the First Nations Taking Off program, COOEE Festival, and cultural immersion events.

01

First Nations Education and Awareness



- Cultural Learning
- Cultural Immersion
- Engagement and Consultation with First Nations people and communities.

02

Employment Pathways



- Taking Off Program – School Education
- WSI Employment “MURU” (path/pathway) Program – Job Seekers

03

Second Innovate Reconciliation Action Plan



- Formally endorsed by Reconciliation Australia.
- Organisational ownership and implementation.
- First Nations identity brand

04

Art & Place



- First Nations influence of design and customer journey.
- Language and Story Telling
- Art

Environment and Sustainability

Sustainability

Towards net zero
Maximise energy efficiency

Cultural Heritage

Protect Aboriginal cultural heritage
Reconnect First Nations people and
connect non-indigenous people with
First Nations culture

Waste

Minimise waste
Appropriate handling and
disposal

Soils

Manage known contamination
Minimise/contain spills & leaks

Air Quality

Minimise emissions from
ground-based airside
operations and activities

Water Quality

Maintain water quality

Noise

Minimise and control noise
associated with ground-based
airport operations

Biodiversity

Protect ECZ flora and fauna
Minimise the spread of exotic
weeds within the ECZs

The phase 3 (public exhibition) plan

WSI's 2025–2045 Preliminary Draft Master Plan is now on public exhibition.

This comprehensive plan outlines the strategic vision for WSI over the next two decades, guiding its growth and development to meet the needs of our region and the nation.

The Master Plan is now open for feedback until **Tuesday 2 September 2025**. We have ensured there are multiple ways for interested stakeholders to access the plan including:

- View or download the plan online at www.wsimasterplan.com.au
- View physical copies at:
 - WSA Co Office: Level 3, 45 Scott Street, Liverpool (Mon–Fri, 9:00am–5:00pm)
 - WSI Experience Centre: 100 Eaton Road, Luddenham (Mon–Wed & Sat–Sun, 10:00am–4:00pm)
- A number of community pop-ups are scheduled as well as information sessions at the Experience Centre.

Community Aviation Consultation Group (CACG)

CACG Framework

Overview

The WSI Community Aviation Consultation Group (CACG) works collaboratively on airport planning, development and operations, and their impacts and opportunities. CACG meetings provide a forum for open discussion between members, representatives from key participating agencies and WSI.

CACG will facilitate opportunities for:

- WSI to inform stakeholders on the planning, development and operations of the airport
- external stakeholders to raise issues and questions regarding WSI
- reviewing and discussing any community-related issues
- reporting and providing recommendations to WSI regarding airport operations.

The CACG is not a decision-making body and does not replace statutory or other obligations set out by approved conditions to operate WSI. Feedback and discussions will be used to inform decisions and outcomes.

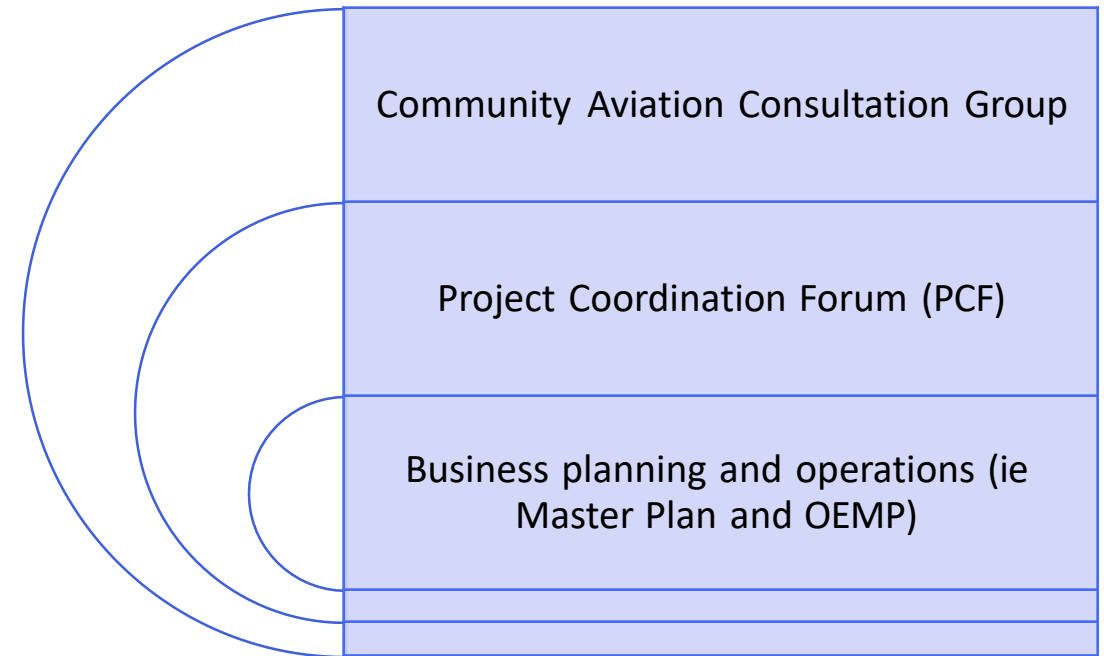


Image: relationship of BAU practices with PCF and CACG.

Roles and structure

While both the PCF and CACG involve stakeholder engagement and collaboration, the PCF primarily focuses on airport planning and operational coordination, whereas the CACG is more focused on key stakeholders and community engagement and addressing local concerns related to airport activities. Both are *not decision-making bodies*.

CACG Chairperson: The CACG should be convened by a person who is independent of the airport's management and able to manage the deliberations of the CACG in an impartial manner. The appointment of the Chair and possible remuneration package is at the airport operator's discretion.

A CACG Chair may be appointed for a specified term to be determined by the agreement of the airport operator and the appointee.

CACG membership can include the following representatives:

- Airport operator
- Federal, State and Local Government
- aviation services
- community organisations
- local tourism bodies and
- business groups.

PCF membership typically consists of the following representatives:

- Airport operator
- Federal, State and Local Government and
- planning agencies.

CACG's should meet at least 3 times per year.

CACG Secretariat: Airport operators are expected to organise and resource appropriate secretariat support for the CACG.

How members are selected and appointed is a matter for the airport operator and the CACG Chair. This may occur in consultation with key stakeholder groups such as elected representatives and/or residents' groups.

Thank you



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Meeting close

