



Residents Against Western Sydney Airport Incorporated
Blaxland NSW
Email: rawsaconnect@bigpond.com

Update No. 39 – 1st March 2024 – What's the latest!

Where are we now?

It has been an intense time for individuals and communities concerned about the draft Flight Path EIS. It has been a mammoth effort by all who made submissions and RAWSA congratulates those people who, despite the cynical DoI decision to include Christmas / New Year in the response period, were able to contribute their opinions, views and suggestions in a large number of submissions. Reported by the Dept. of Infrastructure as being more than 8,000 responses. Well done everyone!

RAWSA has copies of submissions made by:

- Blue Mountains City Council
- Blue Mountains Conservation Society
- Blue Mountains World Heritage Institute
- **Dr Tony Green – Risk assessment Expert**
- Individuals from St. Clair, Lawson, Mulgoa and Woodford
- Linden Residents Group
- Member for Macquarie – Susan Templeman
- Wallacia Progress Assn
- Penrith City Council – (What an abysmal and shameful 7 page effort!)
- **RAWSA itself**
- The Hills Shire Opposition Group
- Wallacia Resident

At this time we do not have permission to distribute all these submissions further, the two highlighted submissions can be read in full on the RAWSA website at: <https://www.birdsnotboeings.com/>

While many submissions naturally and quite rightly, focus on concerns about their respective local areas, some consistent themes emerge across the submission we have seen to date.

These common issues are a demand for:

- Implementing an overnight Curfew at WSA, thereby removing the inequity with KSA,
- An immediate redesign of airspace architecture for the entire Sydney basin,
- Changing the Preliminary Flight Paths in the EIS, for fairness across the entire Sydney basin,
- The dismissive EIS attitude with regard to Health, Climate & Environmental impacts, and
- Increased sustainability, transparency, accountability and responsibility by Government and its Agencies to protect people and environments from the invasive aviation industry rather than being captured by the industry.

In regard to this last dot point I include below one of the requirements in RAWSA submission for your information

Requirement 9. Before sign off by Ministers for Infrastructure and Environment, the Final EIS document must include a prominently placed Section toward the front of the document, that:

1. Provides the total number of recommendations/suggestions received in all public submissions to the draft EIS,
2. Provides a list and description of any recommendations/suggestions adopted from all public submissions, and
3. Includes an appropriate level of explanation (not meaningless unsubstantiated statements) on the reason for rejecting the adoption of all recommendations/suggestions received in all public responses to the draft EIS.

This is a mandatory requirement to properly recognise and respect the concerns, efforts and time taken by members of the public in making their Submissions. Importantly also, meeting this requirement will open, the consultation process and resultant final EIS document to a level of transparency and accountability, that has been absent in the past.

Extract – part of Conclusion Section of RAWSA EIS submission states:

“The release of Preliminary Flight Paths and the 2023 EIS, now marks the turning point where those in the community who previously accepted government assessments of flight path impacts are now bearing witness to some of the impacts predicted in the 4,500 opposing submissions associated with the 2016 Airport EIS.

With growing awareness of the flight path realities that are not in accordance with Government assurances or protections that were promised, RAWSA has experienced a surge of public opinion opposed to, not only the proposed flight paths but against the airport project itself. We assert that in the lead up to supposed 2026 airport completion date, this level of community discord will steadily escalate and that the moment aircraft start flying over people’s homes at all hours of the night and day, the community opposition will increase exponentially.

Due to aviation being an intrusive industry it is coming under increasing community pressure, not just in Western Sydney, but in many other Australian cities and around the world. Without meaningful changes, the Government will see the same reactions, by residents of the Metropolitan Southwest, West and Northwest as well as the Blue Mountains and Wollondilly area, as has been experienced by affected residents of Perth, Hobart, Sunshine Coast, Gold Coast and Brisbane airport/flight path changes.”

Department Message

“The department intends to publish submissions received once the initial review of submissions is undertaken. The department is currently working through the submissions for the purposes of the formal EIS process. This will take time given the volume of submissions (over 8,000), complexity of the issues and the need to observe other requirements including privacy.

The submissions will be published on the WSI flight paths website (www.wsiflightpaths.gov.au).

Lulu Ou - WSI Flight Paths Team - Phone: 1800 038 160

Email: WSIflightpaths@infrastructure.gov.au

Website: www.WSIflightpaths.gov.au”

A new Senate Inquiry – Impact and mitigation of Aircraft Noise

The Brisbane Flight Path Community Alliance (BFPCA) has been working hard since the impacts of an additional runway became apparent. In the last Federal election the issue of aircraft noise impacts had a big bearing on the outcome with three Labor/Liberal electorates being won by the Greens Party.

BFPCA, with support from the Greens MPs have succeeded in establishing a Senate Inquiry. On 6 February 2024, the following matter was referred to the Rural and Regional Affairs and Transport References Committee for inquiry and report by 8 October 2024.

While this is an initiative of the Brisbane community, the Inquiry has a much wider geographic relevance as can be seen from the terms of reference copied below:

The impact and mitigation of aircraft noise on residents and business in capital cities and regional towns, with particular reference to:

- (a) the effect of aircraft noise on amenity, physical and mental wellbeing and everyday life of residents;
- (b) the effect of aircraft noise on small business;
- (c) any proposals for the mitigation and limitation of aircraft noise, including flight curfews, changes to flight paths and alternatives to air travel;
- (d) any barriers to the mitigation and limitation of aircraft noise; and
- (e) any other related matters.

The committee has agreed that the **submission's closing date will be 30 April 2024**.

Making a contribution

Thank you for your interest in the committee's aircraft noise inquiry. The committee's task is to receive evidence in relation to its terms of reference (above), prepare a report, and make recommendations to the Senate.

Individuals are welcome to make a submission addressing the terms of reference to assist the committee with its consideration of the issues. Information on making a submission to a parliamentary inquiry is available on the Senate's website.

RAWSA recommendation

This Senate Inquiry is a great additional opportunity to pressure for change and inform political decision makers that they must make changes to Aviation policy and procedures in line with community demands, protections and expectations.

RAWSA will be using its submission to the WSA Flight Path EIS as the basis of a submission to the Senate Inquiry. The work is already done and we would encourage everyone who made EIS submissions to simply open your submission document, change the heading from 'WSA Flight Path EIS' to 'Rural and Regional Affairs Transport References Committee – Senate Inquiry, Impact and mitigation of aircraft noise' and send basically the same submission to this Senate Inquiry.

Further information on making submissions is available on the Senate's website at:

https://www.aph.gov.au/Parliamentary_Business/Committees/Senate/Rural_and_Regional_Affairs_and_Transport/AircraftNoise

RAWSA Annual General Meeting Notice

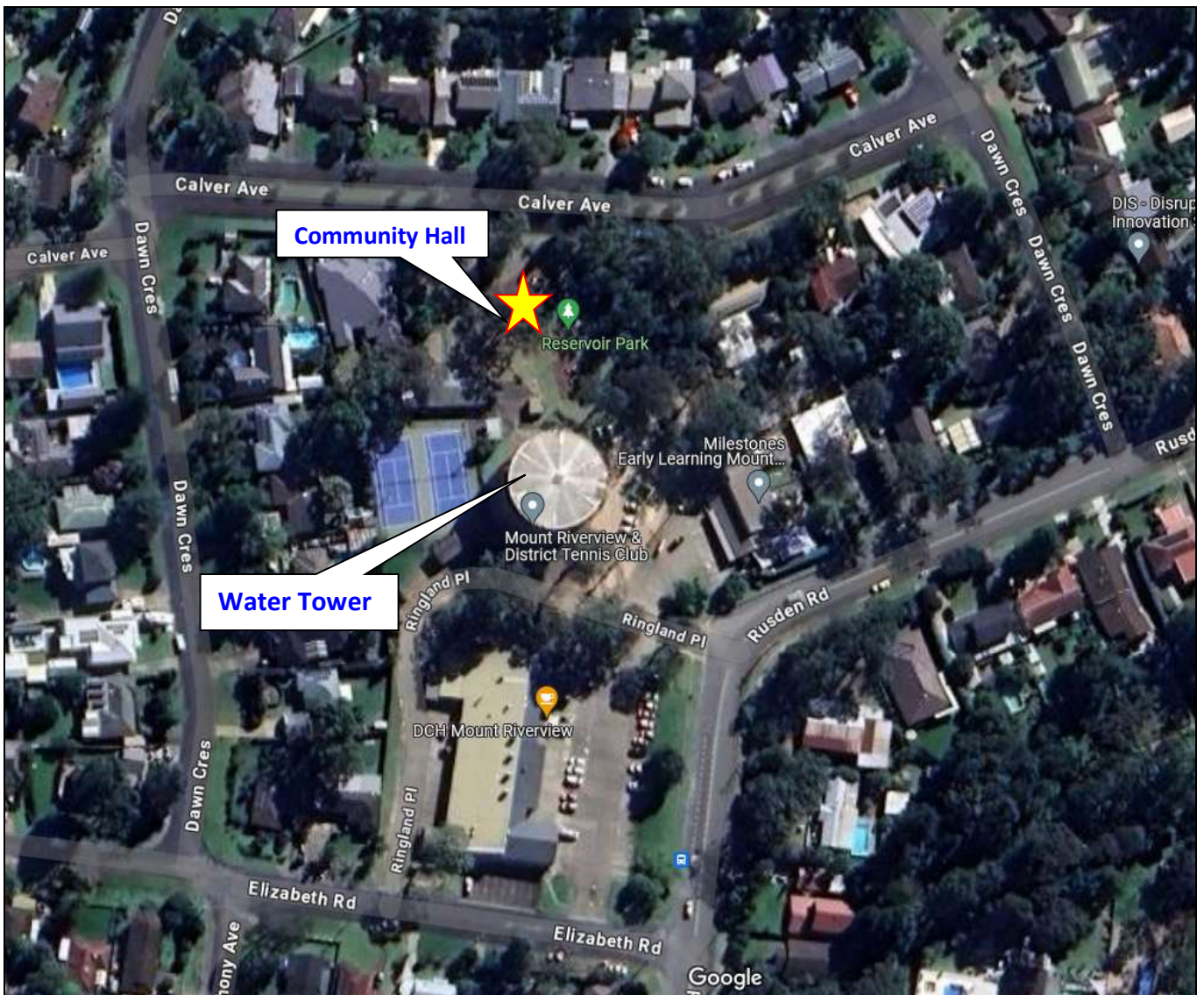
The RAWSA Management Committee will soon hold an Annual General Meeting. After a number of years where Covid concerns caused the AGM to be held electronically, it is proposed that the 2024 AGM will be held as a public meeting of financial members at the Community Hall, Calver Ave, Mt. Riverview on a Sunday 17th March. Best access is off Rusden Road, off Dawn Crescent.

Detail Summary

AGM Date: **Sunday 17th March 2024**

Meeting Time: **Starting at 2 pm – finishing no later than 3:30 pm**

Venue: **Community Hall, Calver Ave, Mt. Riverview (behind Water Tower)**



While many of the current committee position holders are expected to offer themselves for re-election, all committee positions will be declared vacant at the AGM and be subject to a vote of financial members, to fill positions for the coming year.

RAWSA Membership

Annual membership fees are due for renewal and shortly a membership renewal invoice will be emailed out to all 2023 Members. The system we have at our disposal to email these invoices, unfortunately does not allow for polite text to be included seeking your support, so please don't be offended by the bland nature of the invoice and please renew your membership for 2024.

Anyone renewing their 2024 Membership can do so by direct transfer to CBA Bank:

BSB: 062640

Account Number: 10282119

Account Name: Residents Against Western Sydney Airport

Renewing Members - Please include in the reference – “Membership” & “Invoice No.”

For those of you who are not current members of RAWSA, I ask that you give strong consideration to joining. It only costs \$10 per person and it is extremely important that we can demonstrate an increasing membership, as well as providing some much needed funds for our campaigns.

New memberships can be done by Direct Bank transfer as per Bank details above, but please include in the reference – “Membership” & “Your name.”

Regards and stay safe, Trevor Neal

For and on behalf of the RAWSA management committee